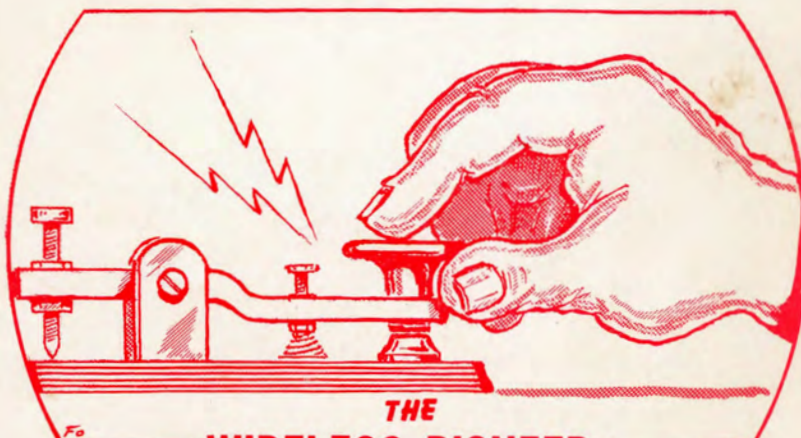




*The*  
**YEAR BOOK**  
**1971**



*THE*  
**WIRELESS PIONEER**

**ROSTER OF MEMBERS**

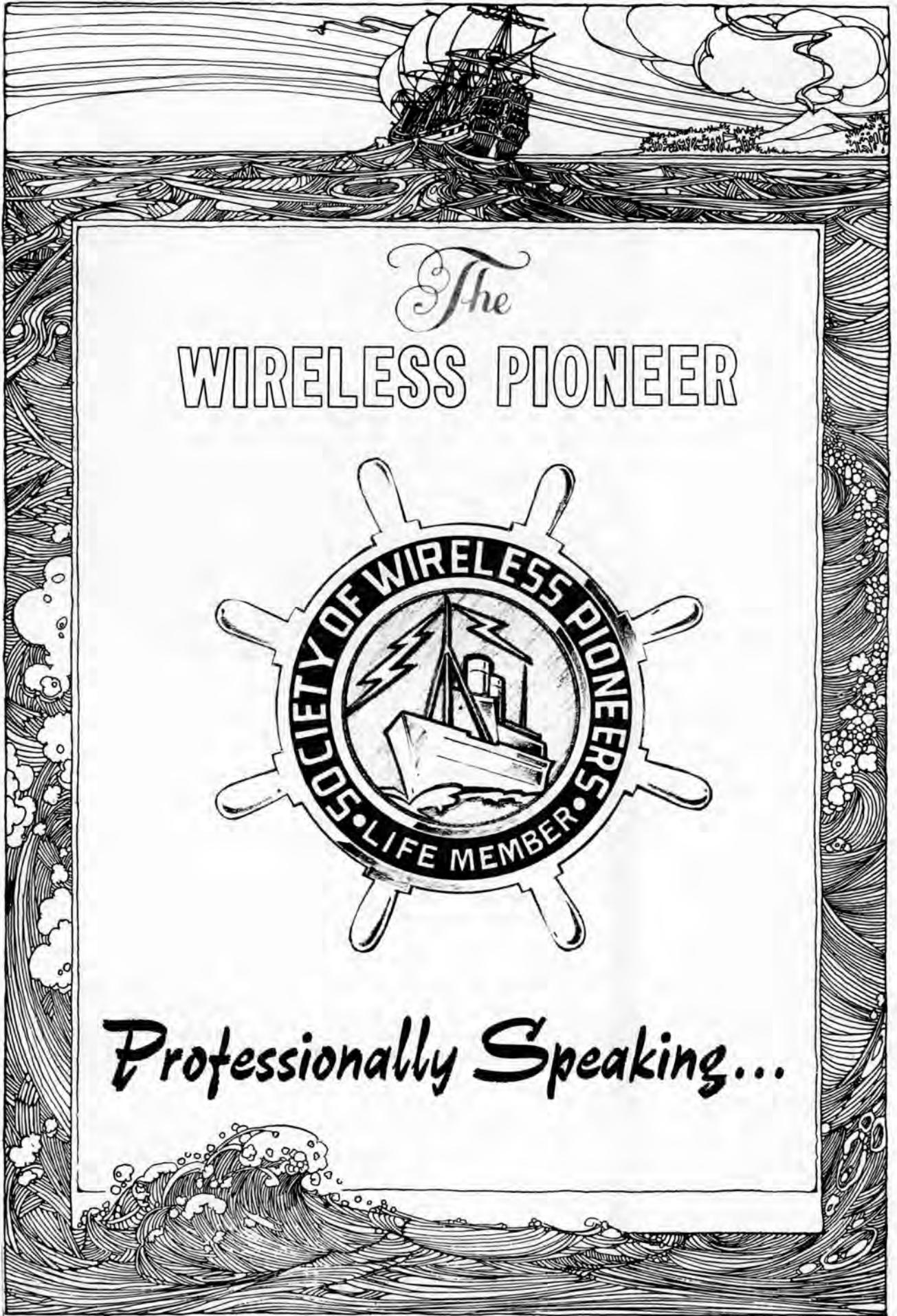
PROFESSIONAL WIRELESS  
AND RADIO OPERATORS

**SOCIETY OF  
WIRELESS PIONEERS**

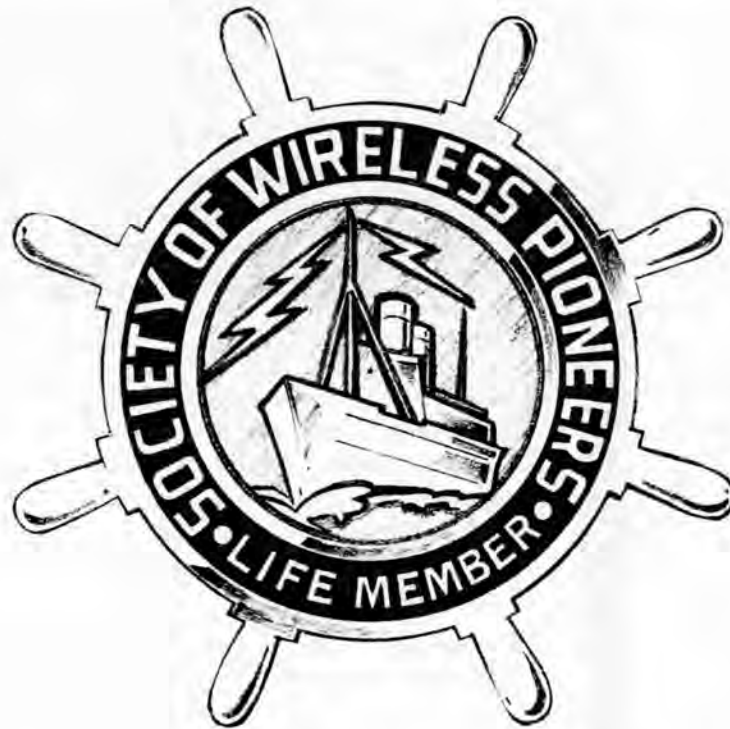


THE WIRELESS PIONEER





*The*  
**WIRELESS PIONEER**



*Professionally Speaking...*



# CONTENTS

7. SOWP C. W. NET
8. WARTIME WIRELESS — RASER
9. AGE OF THE SUPERLINERS  
FRANK O. BRAYNARD
14. CERT. OF SKILL — RASER
17. SAGA OF THE WIRELESS  
PIONEER — MAASS
9. QE-2 CRUISE — WOHLER
11. "NPL" 65TH ANNIVERSARY  
— MARRINER
2. ECOLOGY OF A SEAFARER  
HANDIEY — C. S. M.
3. THEY USED TO CALL IT  
WIRELESS — STEVENS
5. SALVAGE — WILMSHURST
28. LONELY QUEST — PLANT
29. DEC. 7, 1941 / KDMQ —  
R. E. MADDEN
31. "IF" — G. V. WILLETS
32. TALES OF THE WIRELESS  
PIONEERS — DICKOW
38. CANADIAN WIRELESS  
CYP FERLAND
42. SOS/CQD CLUB
43. SS GRONTOFT, LOST  
AT SEA
44. ALASKA STEAMBOATING  
D. S. BARTLETT
46. ROSECRANS HITS BAR-  
LOST — J. E. WATERS
48. STORY OF 2 PRESIDENTS  
A. K. ROBINSON
50. LIGHTHOUSES & LIGHT-  
SHIPS—DAVID L. BROWN
53. CORREGIDOR STORY  
J. H. GOODMAN
56. LIFE ON THE "BANANA  
BOATS" — RAY GREEN
60. SHIP ON STREET CAR  
TRACK - FRED V. GRIFFIN
63. CYRUS FIELD—A. K. ALLAN
69. ROSTER/DIRECTORY  
PRO. WIRELESS MEN  
(BLUE SECTION)
- AMATEUR RADIO CALLS  
(PINK SECTION)
- NAUTICAL HISTORY & NOTES  
(YELLOW SECTION)
- MEMORABILIA OF THE  
WIRELESS PIONEERS  
(REAR WHITE SECTION)

**T**HIS book is a compilation of experiences which have been furnished by many Members of the Society of Wireless Pioneers, and gathered together in book form to preserve for posterity, the memorabilia, nostalgic episodes and anecdotes of days gone by. Illustrations, art work and layout produced mostly by William A. Breniman, Editor. Cartoons largely from Ralph C. Folkman. Credit for photographs and articles are shown accompanying the copy.

**T**HE SOCIETY OF WIRELESS PIONEERS is a non-profit organization dedicated to banding together the professional wireless and radio men who have once earned their living at the radio-telegraph key. Through books and publications of the Society, we hope to preserve the history of an era which has brought great change in the lives of all people. The Society is entirely patriotic, non-sectarian and has no commercial interests. Books and releases are for members only. Some copies have been furnished Libraries or Technical Institutions who have use for this type of reference data. There is no charge to members or such organizations for Society books or publications.

*There is no objection to the reprinting of articles in this book provided credit is given to the Society of Wireless Pioneers for same. The exception is to articles or photographs marked "Reprinted by permission."*

Publication date — July 1, 1971.

# President Geisel's 'MSG'



FRANK GEISEL



The Society of Wireless Pioneers, of, by, and for "Professional" Wireless/Radio Telegraphers was organized on May 4 1968. The purpose was to ... promote greater fraternal communication, perpetuate the memory, heritage and traditions of pioneer "Professional" wireless telegraph operators, whose legion of life saving communications over the years on the sea, in the air and on land have not received adequate recognition.

Growth of the Society has been phenomenal. Mainly through enthusiastic member referrals. Interest sustained by formation of local chapters and its unique, inimitable publications "Ports O' Call", "Wireless Pioneer" and the "Year-Book".

Membership is broadly based on all radio communication services. Mostly evolved from merchant vessel wireless/Radio telegraphers.

Understandably so because in the early days of "Wireless", its "Sparks" was the sole oracle of the mysterious, fascinating "Wireless" which in 1912 became more generally known as "Radio".

The advent of voice broadcast in the mid-1920's, later TV, with corresponding rise of complex, sophisticated electronics created the present proliferation of "Specialists".

As the only source of professional Government licensed men, shipboard radio telegraph operators were recruited to man early voice broadcasting stations. (Frequently as combined disc jockeys, technicians/engineers and Station Managers).

Some of these seafaring men also moved into International (Point to Point) Domestic Airways and a variety of Federal and State radio telegraph communications systems - all requiring a high degree of radio telegraph proficiency.

In the 1970' era of computerization and mechanization, the manual radio telegraph operator has become an anachronism, along with the earlier landline morse telegrapher.

Moreover, International communication carriers have virtually phased out "Radio" into cable and satellite modes. Required to handle the ever rising volume of record message, voice, TV and computer data traffic. With some exceptions, radio has also been displaced in other communication service. Development of modern communications proceeds at a fantastic pace, with very costly, rapid equipment obsolescence. Manual radio telegrapher have been replaced by sophisticated, high speed teletypes and other, wide band communication modes.

Today, the "Professional" manual radio telegrapher survives only as "backup" in Naval Communications, and in the world-wide maritime mobile service. On board merchant vessels of all nationalities, and in shoreside coast stations. Also, to a large extent relied upon by U.S. Coast Guard in its operation of AMVER, Safety of Life at Sea Service.

The ship's "Radio Officer" remains an indispensable vital link in the Safety of Life at Sea. Along with his tools, the basic, rugged, dependable radio TELEGRAPH installation. Operators and equipment uniformly licensed by their respective governments.

In the U.S.A., although generally accorded ship "Officer" accommodations, it was not until April 1948 that BY AN ACT OF CONGRESS the "Radio Officer" also became a ship's officer, mainly through the efforts of the marine radio operators unions -- the American Radio Association and the Radio Officers Union.

Besides the "Compulsory" radio telegraph, Radar, Loran, Radio Direction Finder and other electronic aids to navigation modern vessels are of course also equipped with other optional gear such as long and short range radio telephone, and on a very limited basis, radio teletype.

Today's shipboard "Radio Officer" is highly skilled and experienced. In the USA, many have achieved status of "Radio Electronic Officer" by upgrading their technical knowledge by ARA and IOU Union sponsored study.

Many of these men are well along in years. Attrition by retirement and death has created a serious long range replacement problem. To the best of our knowledge, in the USA there are presently no Federal or State programs, and few, if any other school courses leading to required FCC 2nd class radio TELEGRAPH license. Most vessels carry only one Radio Operator who must have FCC 1st Class Telegraph license requiring 6 months sea service on board a declining number of ships carrying more than one Radio Operator.

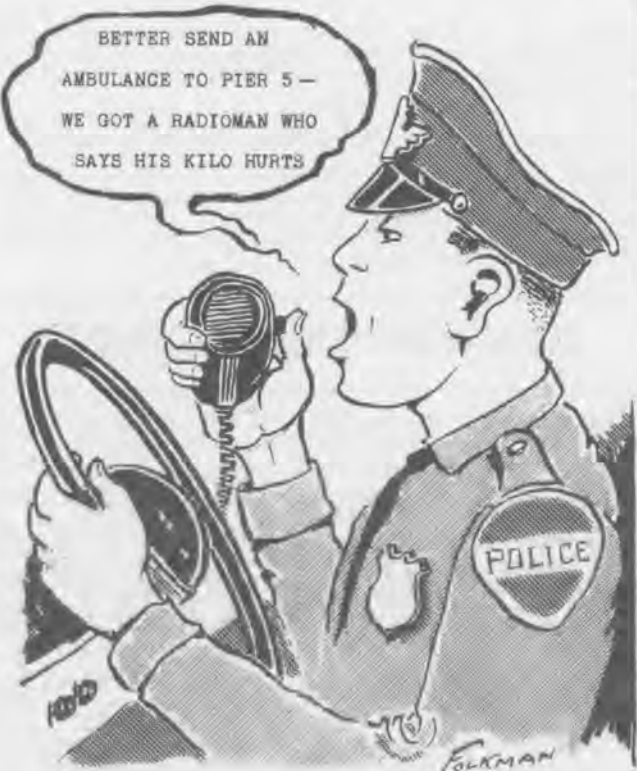
The situation became critical for the USA during the Korean war. More recently in the early heavy Vietnam surface ship tonnage demands, many of our Society members, some in their Seventies who had been away from sea 30 to 50 years volunteered their services as "Retreads" and performed well in the emergency.

As a result of the current alarming doldrums in USA flag shipping, there is a large surplus of American seamen, including Radio Operators on the "bench". Never-the-less, it is anticipated that a shortage of "Professional" Radio Telegraph Operators will become acute within the next decade.

The roaring spark, smell of ozone, magnetic and crystal detectors have been replaced by vacuum tube and transistorized shipboard radio gear. However, in age of ever greater mechanization and "dehumanization" the "Professional" Radio Telegraph Operator still practices his craft as a dedicated individual, working with his International counterpart in maintaining the Safety of Life at Sea. (Concluded on Page 4)



BY  
Ralph C. Folkman  
586-P



American merchant marine prospects are bright after the Oct 21 1970 Presidential signature of Federal legislation authorizing construction of 300 new American Flag ships, to be built in American shipyards.

It behooves us to promote long range programs for training of FCC licensed Radio TELEGRAPH Operators. I commend to your attention the recent "Checking The Press" release by our Executive Director.

73

de fg

## SUSTAINING DUES 1971

The "Do it yourself" statement form mailed with "Call for News", etc., was highly successful. We estimate that about 4 out of 5 have paid their dues for 1971. It is possible that some of our members overlooked this request due to varying reasons.

If... you find a "GREEN DOT" on your address label of this edition, it means that WE HAVE NOT RECEIVED YOUR DUES for 1971 and that is too bad! If you did send them - please send us details so we may check our records. Unless members request...WE DO NOT SEND RECEIPTS (except for cash received or where specifically requested). Check is your receipt.

If you have not sent in your check previously ... will you please do so without delay. Thanks

## HIGHER POSTAL FEES

While we will do our best to "hold the line" for the future ...HIGHER POSTAL RATES which become effective May 16 1971 may make it necessary to either retrench or increase dues to compensate. Before taking any action however in this regard, we will carefully study the effect such rate increase will have on our operation.

## SOCIETY EMBLEMS

We received orders for over 100 Emblems from Society members. Order has been placed and delivery has been promised for July 1st delivery.

Our questionnaire indicated that "lapel-pins" were being considered. We have found out since that these are little used because most suit coats do not have button holes. Instead, an emblem called a "Tackett" has been ordered. These are similar to a "Tie-Tac" (without chain) and can be worn either on coat lapel or on your tie.

There has been some price readjustment (from time of mailing of questionnaire until receipt of orders). The pins ordered will cost a bit more money, i.e. about \$1.00 per pin. However, a much better product will be furnished than we planned on the original quote. The pin to be furnished will be STERLING SILVER. It will have a vitreous fired enamel edging with lettering in gold on a blue background. Since the exact size of the pin is very small, we have also eliminated some of the "detail" in the center of the pin, substituting the bow of an ocean liner with a few waves plus wireless flashes. We think they are extremely attractive.

Since they are small and valuable, shipment will also present somewhat of a problem. Small carton for shipment with minimum insurance plus postage will cost about 50¢ (est.). hence - it is requested that each member who has ordered a pin an additional \$1.50 to cover the increased cost of pin and insurance on first class mailing.

Should there be any who do not wish to spend the difference, it is anticipated that members who were late in ordering may wish to pick up any unwanted pins in which case payment will be refunded or applied to future dues, as you may elect.

PLEASE LET US KNOW BEFORE JUNE 30th or furnish extra funds to cover. Thank you.

4

If you missed out on the original order, and pins are not available (per above) it is suggested that you send us your order WITHOUT MONEY. We will record orders received and when they reach the necessary minimum (50 or 100) we will notify you at which time remittance can be made.

## MEMBER STATIONERY

Due to the increased cost of printing and shipping costs via mail, a new schedule of prices is hereby established for "Member Stationery" items, as follows:

### GUMMED LABELS

100 @ \$1.00 ppd (No change)  
400 @ \$3.00 ppd (No change)

### STATIONERY

25 each, Letterheads & Env (#6-3/4) 1.25 ppd  
100 each, Letterheads & Env. (#6-3/4) 4.00 ppd  
50 Envelopes @ \$1.25 ---- 50 Letterheads @ 1.25

### IMPORTANT NOTICE

LETTER-HEADS and ENVELOPES are furnished members by the Society at "near cost". The use of same is restricted to SOCIAL and FRATERNAL correspondence or for solicitation of new members and such related correspondence, information re: SOWP CW net and the like.

It is not intended that any member stationery be used by any member for the personal solicitation of funds FOR ANY PURPOSE or for any COMMERCIAL or PROMOTIONAL PROJECT. Should you by chance receive any solicitations of such nature, please call it to our attention.

## CONSTITUTION & BY-LAWS

The two proposed changes in our BY-LAWS mailed all members in late January (1971) have been unanimously approved. These provide for the following amendments:

### Section 8-(a) TENURE/OFFICERS & DIRECTORS

This recommended that tenure for offices of the PRESIDENT, EXECUTIVE V.P., V.P. MEMBERSHIP, SECRETARY, AND TREASURER be extended to two years instead of one year and that those holding these offices be eligible for re-election to their positions.

(This will reduce the workload in the office, eliminate the need for changing stationery annually, and give greater continuity to those responsible for the Administration of the Society's affairs.

### Section 2-(b)-8 and 2-(b)-5 BANKING (Drawing of checks)

Permits the Executive Vice President to draw checks on one signature to and including \$100.00 instead of \$50.00 limit without countersigning by the Treasurer. Many print jobs now run over \$50.00 and this will expedite payment of same which are on a cash basis.

## CARTOON IDEAS WANTED

Ralph C. Folkman, the Society's Staff Cartoonist and artist has suggested that anyone who runs across a good idea for a cartoon to send the idea to him for possible cartooning.

You will find samples of Ralph's work on the back cover of this NEWS LETTER as well as Page - 3 and elsewhere. We think they are "GREAT" !!! Additionally, one of his drawings has been used on the cover of the YEAR-BOOK and also on the new AMATEUR RADIO CLUB CERTIFICATES for Society members. The YEAR BOOK and "PORTS O' CALL" will carry many of Ralph's trackling sketches ... guaranteed to bring many a chuckle.

Ralph's call is W8AF. His address for quick reference is:  
RALPH C. FOLKMAN, 4538 West 137th St.,  
Cleveland, Ohio, 44135

Both Ralph and the Society will thank you for furnishing him the "idea" which might recapture a fleeting moment of nostalgia while handling traffic or aboard some rustbucket art there on the bounding main. 7U.

## AMATEUR CERTIFICATES

A lithographed certificate, gold-edged and in three colors has been printed and will be furnished members without charge who have active amateur stations. We plan to have them ready for mailing with the YEAR-BOOK which we hope to have in the mail during August (note: this is not a promise). Mailing with the year book will furnish protection against damage and also they can be included in the mailing perhaps without any extra mailing costs.

Should any of our members wish their certificates mailed prior to the YEAR-BOOK mailing, we will try to accommodate however, we feel the member should stand the extra cost which will run about 50¢. This is 32¢ at new rate for 1st class postage, 8¢ for acetate cover, cost of kraft env. and other incidentals. We think you will agree when you see them that they will indeed add a real decorative touch to your ham shack.

## PARTICIPATION IN SOCIETY AFFAIRS

Due to the sustained growth of your Society, we are finding it increasingly desirable to establish a file to list those who WILL VOLUNTEER FOR ASSIGNMENTS or as officers in the National Organization or its Chapters.

You will find, in the rear of this publication, a sheet (which may be torn out) which we would like to use in establishing this data. It will be noted that these are 3x5" cards which may be cut out to fit our file holder. It would be appreciated if you will fill in ONE CARD FOR EACH OFFICE OR ACTIVITY you will volunteer for. This will prove of great help as we can then set up files by "office or activity" in which you will be willing to help, thus having a current list for reference as the need requires.

This listing will also prove of great value when the "NOMINATIONS COMMITTEE" consider members for the various offices. Regretfully, our files are not complete as many of our senior members did not include this data on their application forms as it was not even requested at the time. Changing circumstances may also influence our members in respect to such listing/s, hence we would like to disregard former data and use fresh data on the file/s to be established.

We hope you will give this serious consideration as WE DO NEED YOUR HELP. There is a considerable amount of routine work that could be delegated to members volunteering which would ease our work-load appreciably. Some of this includes such functions as the processing of new member WALL CERTIFICATES, Handling of Stationery orders, Processing of AMATEUR STATION CERTIFICATES, Making stencils for addressograph (plates), Furnishing edited material from Chapters for inclusion without recopying in the News-Letter, etc., etc. This in addition to the various offices of both the National Organization and its Chapters.

In filling out your card/s please use the following format.

### SAMPLE (ACTIVITY)

BARTLETT, DEXTER S.  
7405 N. Wall Ave.,  
Portland, Oregon 97203

145P  
SERIAL

FULL TIME.  PART TIME

COMMENTS:

### SAMPLE (OFFICE)

CLYVE, WILLIAM E.  
1159 Alto Vista Drive  
Vista, Calif. 92083

78-P  
SERIAL

FULL TIME.  PART TIME.

COMMENTS:

EDITING  
WORK/OFFICE YOU  
VOLUNTEER FOR

NATIONAL (X)

CHAPTER (X)

BOTH (X)

TREASURER

NATIONAL (X)

CHAPTER (X)

BOTH (X)



### LEGEND FOR MARKING CARDS

- |  |                             |
|--|-----------------------------|
| 1 Organizing                                       | 1-A President               |
| 2 Records  | 1-B Executive Dir.          |
| 3 Secretary  | 1-C Sr. V.P.                |
| 4 Treasurer/Auditor                                | 1-D V.P. Chapters           |
| 5 Correspondent                                    | 1-E Legal Officer           |
| 6 Editing of SOWP Publications.                    | 1-F Historian               |
| 7 SOWP CW NET (Amateur Club)                       | 2-A Wall Certificates       |
| 8 Chairman, AWARDS COMMITTEE                       | 2-B Amateur Cert/s.         |
| 9 Book Review                                      | 2-C Stationery Sup. orders. |
| 10 Chairman/Promotion & Public Relation activities | 2-D Addressograph Plates.   |
| 11 DIRECTOR OR AREA SUPERVISORS                    |                             |
| 12 Membership Committee                            |                             |
| 13 Travel Program                                  |                             |
| 14 Entertainment committee Chairman                |                             |
| 15 Cartoons and Graphic arts.                      |                             |

The cards furnished are merely suggestive. You can make up additional cards using plain paper cut 3x5 which will serve the purpose. This standard size if available at nearly every stationery store, also most grocery markets, drug stores etc have them available. The main thing is... PLEASE DO IT WITHOUT DELAY so that we may have registered member names to draw from when needed. PLEASE DO VOLUNTEER for any office you feel you could be of service to the Society. Main requirement is INTEREST in the subject and willingness to devote your time and effort on something that will be of benefit to us all. HOWEVER, do not volunteer unless you are dedicated in your interest and intent. The need is for WORKERS ... not "Tomb-Stone" Admirals on the staff. Some types of work in the "2" and other categories are not exacting as to time. You can fit it the work to suit your convenience on most of them.

### SPECIAL NOTE: Please refer to Paragraph #2.

We have been unable to secure a favorable price on these sheets so unless we secure better quotations, they will not be included. Since the examples for uniformity are shown at the left, simple cards will suffice.





## America's Largest Ship

### Ship Profiles

Unusual sketch of the SS LEVIATHAN at left shown in war paint and shortly after being taken over from the Germans. She was formerly the S.S. VATERLAND.

Here she is pictured steaming out of New York harbor with over 10,000 troops aboard, steaming for Europe and WW-1.

Following WW-1 she was refitted at Newport News at near double her original cost and for many years was the largest and finest ship afloat. She registered 54,282 tons. Her bridge towered 90 feet above the water-line (high as an 8-story building) 48 boilers fired from both ends.

She was the "home" of many Society members, including Raymond J. Green 3958GP and Anthony C. "Tony" Tamburino 4608GP who was Elmo Pickerrill's Assistant Chief for many years.

MR. FRANK O. BRAYNARD, Editor of "Tow Line" for the Moran Towing & Transportation Co. NY and one of the recognized and most outstanding writers of ships and things nautical is working up a very interesting book about the S.S. LEVIATHAN. Anyone who has served aboard this great ship is invited by Frank - a friend of the Wireless Pioneers to send him any material relating to this great ship, for possible inclusion in his coming book.



**S. S. LEVIATHAN**

We are indebted to Frank for permission to republish his story ... "AGE OF THE SUPERLINERS" which has appeared in "Modern Maturity" and later in the magazine "Oceans". You will find it, starting on Page Nine of this News Letter.

Frank's address: Mr. F.O. Braynard, 98 DuBois Ave, SeaCliff New York, 11579

Incidentally, Frank is also planning a 20-volume encyclopaedia of "LINERS OF THE 20th CENTURY". It is a tremendous project! We wish him well and will follow his progress on both the "LEVI" book as well as the greater undertaking.

### "KRV" .....

## S.S. GOVERNOR DINGLEY

Society Member, Capt. Edward N. Dingley, USNR (Ret) #624-P is collecting data for a MSS on the history of the above ship which was named for his grandfather (former Governor of Mass.) and which was christened by his mother. The ship was launched in 1899 and scrapped in 1935, serving without accident or incident for three and a half decades.

Many of the Society's members have served aboard "KRV" and could probably contribute materially to Ed's undertaking, hence Member Ed would like to solicit information about the ship and especially requests information about the wireless equipment installed. Date of installation, type of equipment, any subsequent changes or modifications, names of operators and dates of assignments aboard all appreciated.

Mail any data you have to Captain Dingley. His address: 11165 - 4th Street East, St. Petersburg, Florida, 33706.



## CHECKING THE PRESS



Many members of the Society of Wireless Pioneers are concerned at the failure of the Press and all media to mention or recognize publically the vital part Radio Officers often play in the saving of lives and property during extreme emergency conditions.

Our "Case in Point" is the sinking of the S.S. BADGER STATE Dec. 26 1969 in which Radio Officer WILLIAM LAFAYETTE lost his own life but was able to send the "S O S" which resulted in rescuing 14 members of the crew, including the Captain.

Checking into the matter, we find that Officer Lafayette carried out his duties in an outstanding manner and he was complimented by all who worked with him in the handling of the emergency. HOWEVER...not one word of this man's heroic devotion to duty in this great crisis found its way into press releases - at least the ones we read, nor did any of those rescued him his recognition in their press interviews.

We would like to suggest to members that you "monitor" all press releases in newspapers, magazines and all media and if you find such instance - contact the editor and call attention to such omission. We feel quite strongly that all of our members uniting on this project can carry considerable impact where it is needed. We are proud of our heritage and the many brave and valient men who have lost their lives at sea in carrying out their duty - generally staying with the ship until the Captain himself left. WHAT MORE COULD ONE ASK ?

## THREE HOLE PUNCHING

The "Three-hole-punch" for our Newsletter is the idea of our good Commodore, W. Earle Wohler #4P Charter member and one of our original organizers.

We will try and "three-hole" all newsletters published in the future so they may be retained in a three-ringed binder which makes it so handy to keep them all together. Hope you like the idea.

## "BOTTLE DRIFT" RECORD

The longest "DRIFT OF A BOTTLE WITH MESSAGE INSIDE" ever recorded is one picked up in Florida circa 1967 after traveling some 16,000 miles. It was released at Perth Australia in 1962.



# SOWP



# GW NETS



The SOWP CW NET was started by Richard Johnstone, President Emeritus on Oct. 2 1968 at 7.30PM (PST) on 3530 KC (plus or minus). Purpose of the net, as he mentions in his letter dated Sept. 20 1968 and which was mailed by him to all West Coast members (at his own expense both for printing and the postage) was to... provide a medium for code practise plus a "channel" to keep in touch with old friends in their meeting place on the air. CW was selected over SSB as it represented "WIRELESS" as we knew it and was an effort to provide at least one net which will carry the tradition of an era and a heritage which should not be lost through the passage of time.

Our first President whose call is W6PZ did an excellent job of organizing the amateur members of the Society and weekly schedules have been held with clocklike regularity ever since. Now the Society has grown and we have more nets. The same basic philosophy still prevails however and the standards set by "RJ" are still in effect.

The officers of the Society who are currently in charge of the operation of our nets include CHIEF OPERATOR, Robert L. "Bob" Shrader - 157V and call W6DNB. NATIONAL NET COORDINATOR & CONTROL OFFICER is Ltcl. Allan D. Brodnax - 472PA with call W6HLD.

DICK JOHNSTONE was our Chief Operator for the first four months after we fired up the circuit on Oct. 2 1968. He was followed by Jack Slater - W6WF; Robert Shrader - W6DNB; Henry Wehr - W6HJH, Ernest Wilshurst - W6KIA and others including Dr. J.J. McCarthy - W6WV; Ed. Harriner - W6BLZ, Charles Lee - W6PZY, Al Brodnax and perhaps others we have missed.

"EARLY BIRD" Members of the net ... those who checked in on the first schedule on Oct. 2nd 1968 include the following: W6HLZ ED, W6DNB BOB, W6PZY WES, K5CFC BOB, W6CN AL, W6CX HARRY, W6EC JOHN, K6PZ DICK (C/O), K6GI GEO., W6HJL MAC, W6BN HENRY, W6KIA ERNEST, W6LN SAM, W6MC MAC, W6PZY CHAS. K6WC CLIF, N6VI JOHN, W6WVU GEORGE.

During August 1969, Chief Operator Richard Johnstone issued a questionnaire to all members with amateur stations in which the following questions were asked:

1. Should we have a daily schedule ?
2. Should we use voice instead of CW ?
3. Should we have a Sunday Net ?
4. Should we change to 10-20-40 meter operation ?

Replies indicated that members wished to continue with CW ONLY. Members were not enthusiastic about the proposed Sunday Schedules as too many felt that the air was saturated over the week-end, hence too much QRM. Most thought a weekly schedule most desirable although many thought that in setting setting a daily time/frequency spot, that it would enable members to perhaps QSO friends using SOWP CQing.

The date of establishing the SOWP NET on Oct. 2 1968, had some significance in wireless history since sixty years ago this very month, Station "PH" in San Francisco and Station "HU" in Honolulu established the first contact between Hawaii and the mainland. (RJ listed in to them).

In memory of the occasion, the RCA Station at Point Reyes "KPH" contacted Station "KHK" at 2050 GMT with an exchange of felicitations in commemoration of this historical event which was somewhat of a landmark in wireless history. It might be noted that L.A. Malarin was at the key at "PH" while Arthur Isabel was the operator at "HU". Both are now silent keys.

### FOLLOWING ARE THE NET SCHEDULES IN EFFECT

NET	DAY	TIME	FREQUENCY
1. <u>N.E. ATLANTIC</u> W22I/WB2VEJ Control	MONDAY	9AM LOCAL	3670 kHz
2. <u>S.E. ATLANTIC</u> K4PI/ K4GT	MONDAY & THURSDAYS	9.30AM Local	7030 kHz
3. <u>WEST CANADA</u> VE7VZ/ VE7RQ	MONDAY	7.00P Local	3555 kHz
4. <u>PACIFIC COAST</u> W6BND/W6HLD	THURSDAY	7PM (8P DST)	3555 kHz
5. <u>TRANS-CONTINENTAL</u> W6HLD	THURSDAY	1700Z (1600 DST)	14125 kHz

### NET "HANDLES"

1. Yankee Net
2. Hurricane Net
3. Westcan Net
4. 49'er NET
5. TRANSCON NET

Have you a better name ?

### SUGGESTIONS

WELCOME !

Send them to Al Brodnax, 18 Blossom Drive, San Rafael, Calif., 94901 or by CW to him at W6HLD. He will coordinate ideas and suggestions with Chief Operator Bob Shrader.

In time we should have a very fine system with added nets being considered for the Mid-Continent Areas, Gulf and even in Great Britain and Europe, plus other countries of the world where Society members are located.

### AMATEUR STATION CERTIFICATES

It has been mentioned elsewhere but repeated in this section so that our AMATEUR MEMBERS will not overlook. All Society members with amateur stations will receive a colorful certificate in the near future. It is a "bonus extra"... no charge. However, please be patient as it takes time to process and there is much work ahead. If you wish them expedited, and willing to pay the extra cost, we will be glad to do so within limit of time available.

### PHONE BAND EXPANSION

Docket 19162 of the Federal Communications Commission threatens to take away some of the spectrum now used for C.V. This has been brought about by certain amateur groups who would like to expand their activities to frequencies now used for CW. Date for filing of comments close on June 1st 1971 so you will not get this in time to do much about it. However, most amateur members are no doubt "aboard" on this proposed change and it will be interesting to watch developments and action which might take place. For further info on the subject read page 7 of the May issue of "QST" by Jerry Hagen W6GGLD. Also the entire contents of the docket appears on Page 50 of "CQ" magazine.



# WARTIME WIRELESS



By: ED RASER W2ZI



**P**rior to our country entering the great conflict, World War I, the 500 cycle spark set had risen to peak performance. Continuous wave or CW, as we call it today, was practically unknown to the average wireless man of that time. This is not a discourse on spark vs. CW but I would like to point out that it played a big role in the history and development of the communications art.

Back in 1918 and already in the Service, I was assigned to a radio construction detail and transferred to a Naval Air Station. Three of us left League Island Navy Yard in high spirits, looking forward to the great adventures ahead. Upon arrival at the Cape May Naval Air Station (which is now a U.S. Coast Guard Base) the first interesting object to greet our eyes was a nicely burned pile of wreckage in the corner of the aviation field! Upon inquiry, we were informed that it was "only a plane that had cracked up and burned the day before! After this rather gruesome introduction we wondered when our turn would come next. However it was to be some time before we would fly those "crates" (Jennies with pontoons) as our radio equipment had not yet been unpacked. It was our job to assemble and install the E. J. Simon 1/2 K.W. 500 cycle spark transmitters aboard these old converted land planes. We went to work with a will, as we knew upon completion it would be our job to "test hop" the installation and so become real war-time wireless operator/observers.

This was the start of our Coast Defense Patrol, which was later to do a little "sub" hunting off Delaware Breakwater. Daily flights were made, and we tested one way with NSD at Cape May City, on both 300 and 600 meters. Imagine playing around on those frequencies today! As we had no receivers, our orders were to report every 20 minutes, our position plotted on a coordinate map of the coast. One way communications may have seemed futile but it so happens it had occasion to save our life. We were out on patrol early one morning and were forced down by magnetic trouble. The old "OX-5" began to sputter and cough so I hurriedly opened up and sent "SOS" and our distress position to NSD, not knowing whether or not it was received. We finally came down on a very choppy sea with heavy fog rolling in to make matters worse. We must have drifted a considerable distance, but they had the Coast Guard out looking for us and we were finally picked up before nightfall. I'm afraid our chances would have been poor if it had not been for that little old spark rig aboard.

On June 3rd 1918, I was on the afternoon watch at our ground station (we stood the 600 meter distress watch, as did all Naval Stations in war-time). My thoughts were rudely interrupted by a strong spark signal holding down the key, then .. SOS SSSS, which meant distress due to war-time causes. It was the Atlantic Refining Company's tanker HERBERT L. PRATT, just off Overfalls Light Vessel, and she reported that she thought they had struck a mine, or were being torpedoed!

News traveled fast around the air station, and planes went aloft to look for enemy subs, but none were located. However the tanker's skipper knew his stuff and headed her full steam ahead and beached the ship high and dry. She was later salvaged and refloated and was still running during WW II, between Point Breeze and Atreco, Texas. I was aboard

her in Texas City in 1920 and no one aboard remembered the war-time incident, but the Captain. Later learned that she struck an enemy "ash can" which was planted in Delaware Bay by enemy U-Boats. Submarines were not at all uncommon along the Atlantic seaboard from Key West to Fire Island in those days, hunting U.S. shipping. One was sighted on June 4th very near New York Harbor, which could have been the one that planted the "ashcan" in Delaware Bay.

In those days it was nothing to copy three or four SOS calls during a single watch and most of them were followed by the four "S" (SSSS) which meant an enemy sub operating near by. Just a few entries from an old log show that on May 19th, the SS Nyanza sent SOS SSSS and reported being chased by an enemy U-Boat. June 2 1918 the schooner Isabelle B. Wiley reported being gunned. We learned after the war that she had hit another "ashcan" right inside Delaware Bay, the same that got the "Pratt". So you see there was plenty of war-time activity right here under our noses and some people seemed to think it was all "over there".

On June 1st, in latitude 38.88, Longitude 73.41 the S.S. Walter D. Wace reported being fired upon by a sub. On June 2 1918 I was "ear-witness" to one of the worst sea tragedies on this coast due to U-Boat operations. The familiar SOS, SSSS came pounding into my "cans" late that afternoon at 5:25 PM. It was the merchantman S.S. Carolina off Cape Hatteras and she pleaded "rush assistance", as she was being chased and fired upon by an enemy submarine. She was returning the fire from her naval gun crew, but she was no match for the U-Boat. In less than 30 minutes I heard her old Marconi spark waver and die out as the water reached the generators. I have never in my life witnessed such brave courage of a wireless man at sea operating under fire and finally ultimate death, as this chap had shown. He was working NOW (old Cape Hatteras Radio) and his sending was a regular and as even as though he was handling a regular routine message to some commercial coast station. I have never learned that operator's name and am not sure whether it appears on the "Wirelessman's Memorial" in Battery Park, New York, but my great admiration and respect go to him and his family. The "Carolina" was gunned and sunk that day with a large casualty list.

It might be of interest to know just what type of equipment was used by the Navy and merchant ships of this period. Most all merchantmen used in carrying supplies to Europe and our A.E.F. "over there" used the Navy Standard 1 or 2 KW, 500 cycle sparks, employing the Lowenstein quenched gaps which gave a very smooth high pitched musical note in the receiver. The galena and silicon detectors were mostly used on merchant ships. Very few vacuum tubes being used except aboard the major type war vessels and land stations. A "Navy Standard" transmitter was one which was developed by the Navy Department and could, by the throwing of a long lever, shift to six most used marine wave lengths of that time, which were 300, 600, 756, 800 (compass wave) 952 and 1200 meters. Aircraft used a long trailing wire antenna, which had to be wound up on a reel, while most large ships used 4 to 8 wire "spreader type" or "hexagon cage type" antennas. One wire antennas were unknown except for receiving purposes. They were thought to be poor radiators. (Continued on Page-14)



Gaily-painted cards, posters were used to advertise steamship lines. Competition for passengers was keen, especially on North Atlantic.

# AGE OF THE SUPERLINERS

## When sailing was the only way to go

By Frank O. Braynard  
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The Bettman Archive, Inc.

The Savannah made the first steamship crossing of Atlantic. She did the

trip in 29 days, using her steam power for about 100 hours of journey.

A steamship cruise is a luxury everyone should enjoy at least once. For those who cannot travel except by armchair, such a cruise can come alive through travel posters, advertising brochures, and accounts of history's great liners.

But despite all the lido decks, the pools and the "Magradomes" on today's sumptuous ships, they can't beat the past for sheer elegance.

It all started with the little paddle-wheeler Savannah, which, on May 22, 1819, started across the Atlantic on the first ocean crossing by any ship equipped with a steam engine. She had staterooms for 32 passengers and every luxury her owners could cram into her 98- by 25-foot hull. There were full-length mirrors, rosewood paneling, imitation tessellated (with fancy stone inlay, as at Pompeii) decks and a curtained ladies' cabin. But the 80-horsepower Savannah didn't carry a single passenger on that historic voyage: Who would be foolish enough to sail in a ship that had a burning fire in her "innards"?

Once those original fears passed, the hazards of steamship travel held few people back. Designers continued to pack ocean liners with ornate fixtures and sumptuous fittings, following — and often excelling — the styles popular in the most magnificent homes and hotels ashore.

The Collins Line's *Baltic*, of the 1850's, had everything from the newly invented "annunciator system," by which a passenger could press a button in his cabin for a steward, to grand, sea-green, shell-shaped spittoons. She and her sisterships were the first liners to be steam heated, the first to offer complete barbershops. They boasted suites with double-bed staterooms "for such newly married couples as wish to spend the first fortnight of the honeymoon on the Atlantic."

The barbershop won special notice. A contemporary account said "it is fitted up with all necessary apparatus, glass cases containing perfumery, etc. In the center is the barber's chair, a comfortable, well-stuffed seat with an inclined back. In front is a stuffed trestle on which to rest feet and legs, and behind is a little stuffed apparatus . . . on which to rest the head. These are movable, so as to suit people of all sizes, and in this comfortable horizontal position the passenger lies, and his beard is taken off in a twinkling, let the Atlantic waves roll as they may."

One of the most interesting sources of information about life aboard one of these ships comes from a children's book, "Rollo's Tour," written by Jacob Abbott and published in 1858. In it, the hero crosses the Atlantic on a Collins liner and the descriptions of what he sees are delightful:

"The [dining room] tables were fitted with a ledge all around and outside, to keep the dishes from sliding off. Above each table, suspended from the ceiling, was a long shelf of beautiful wood, with racks and sockets in it of every kind, for containing wine glasses, tumblers, decanters, and such things. . . .



The Beltman Archive, Inc.

Luxury was the rule aboard ship, especially in first class. These

elegantly-dressed dancers were enjoying the good life on Italy's *Rex*.

Every one of these was in a place upon the shelf expressly fitted to receive and retain it, so that it might be held securely . . . however great might be the motion of the ship. The ladies' cabin was . . . quite a considerable apartment, with sofas and mirrors all around the sides of it, and a great deal of rich carving in the panels and ceiling. Several splendid lamps, too, were suspended in different places, so hung that they could move freely in every direction, when the ship was rolling from side to side in rough seas."

Another classic of travel literature and early Americana is the story of Cornelius Vanderbilt's voyage on the *North Star*. He built the 270-foot paddle-wheeler for his trans-Atlantic service, but first took her with a party of 50 friends on a cruise. The Rev. John Overton Choules was invited along with his wife, and later wrote a book about the cruise. It was published in 1854, and today is one of the rarest of collector's items. He wrote:

"The furniture of the main saloon is of rosewood, carved in the splendid style of Louis XV, covered with a new and elegant material of figured velvet plush. . . . It consists of two sofas, four couches, six armchairs. Connected with this saloon are 10

staterooms, superbly fitted up, each with a French armour legles, beautifully enamelled in white, with a large [plate] glass door. . . . The berths are furnished with elegant silk lambrians and lace curtains. Each room is fitted up with a different color, namely, green and gold, crimson and gold, orange, etc. The toilet furniture matches with the hangings and fittings . . . and presents a picture of completeness not often met with. The saloon and staterooms are kept at a pleasant temperature by one of Van Horn's steam heaters, which occupies the center of the cabin. It is a beautiful specimen of bronze trellis-work, with marble top, and has richly burnished gilding. . . ."

The first stop was Southampton, then on to Russia, Denmark, France, Spain, Italy, Malta, Turkey and Madeira. The trip took six months, and when it was over the *North Star* became a popular passenger liner.

Not all travel at that time was this luxurious. Steerage for immigrants was the opposite extreme. In the early, presteam days, some could not even survive the long, ghastly voyage. They were packed into the bow and lower holds of the ship. Food was bad; some lines did not provide food at all — the im-

*continued*

## Age of the superliners *continued*

migrants had to bring their own. There were plagues, fights, rapes and even murders, not to mention fearful crowding, unsanitary conditions and weeks of seasickness. But still they came, and each new generation of steamships brought steady improvement in conditions.

Although the North Atlantic has always been the blue-ribbon steamship lane, there were many other busy trade routes offering fine service. The now familiar word "posh," which has come to mean the height of luxury, began as a clerk's notation on the steamer service from England to India. It stood for Port Out, Starboard Home. Staterooms on the port side outbound, the starboard side homebound were away from the sun, therefore the most comfortable. Favored passengers had their tickets marked "POSH."

Most of today's great lines began in the 1840's and 1850's. The Hamburg American, North German Lloyd, Italian, Cunard, French, P&O, Union Castle and British India lines are all now well into their second century of steamship service. There were many American lines, but all were short lived except the fine coastal services. The Civil War marked the beginning of the end of the American Merchant Marine on the high seas. The philosophy, "Go west, young man," both stimulated very high American wage levels and reduced the willingness of Americans to take positions of service, such as shipboard waiters. American liners have suffered ever since from the widespread belief that they just don't provide the quality of service that foreign steamers give.

Following the introduction of steam, the greatest single change in ship design was the elimination of sails. They lasted for many years and, as recently as World War I, many steamers had auxiliary sails. The evolution of the modern liner was speeded greatly by the use of two propellers instead of one. With two propellers, sails were no longer so vital, for surely

both propeller shafts would not break. Another big change came in 1870 with the White Star liners. For the first time since Cleopatra's barge, passengers were moved to the middle of the ship. The best accommodations, until then always far aft, were now built amidships. The modern luxury liner was born.

The Guion Line, an American company using British ships and seamen, was one of the best known lines of the early 1880's. The menu for the line's Nevada on April 29, 1880, makes mouth-watering reading:

SOUP
Sheep Head Broth
ENTREES
Compote of Hearts
Sheep Head (Sauté)
Curried Veal with Rice
Potato Croquettes
ROAST
Beef & Baked Potatoes
Leg of Mutton & Currant Jelly
Hare
Ducks & Cream Peas
Goose & Apple Sauce
BOILED
Rabbit & Bacon
Corned Beef & Vegetables
Fowls & Parsley Sauce
COLD
Ox Tongue
VEGETABLES
Cauliflower
Boiled Potatoes
PASTRY
Plum & Tapioca Puddings, Eccles Cakes
Sweet Rolls, Maid of Honor Cakes
Compote of Apples, Cranberry Pies
Blancmange, Vol au Vent of Rhubarb
CHEESE
Stiltons, Cheshire
DESSERT
Apples, Oranges, Nuts, Raisins & Figs
BEVERAGES
Tea & Coffee

It was always the custom — and still is — to offer the passenger anything and everything on the menu. It is noteworthy that this elaborate menu on the crack liner of her day was penned by hand on a rather elaborate blank menu. On the back was the list of wines, spirits and liqueurs offered: Fine



brandy cost five shillings (\$1.25) for a quart bottle, cigars were 12 cents each, ale or porter was 12 cents. The most expensive item was a bottle of Marschino liqueur at \$2.50.

On July 23, 1888, aboard the Guion liner Arizona, \$35 was collected at an evening's musical program for the benefit of the Liverpool Seamen's Orphan Institution. The event was "quite a success," according to a note written on a souvenir program. J. J. Flanagan, Esq., who presided, "was immense," the note says. Entertainment was provided by "gifted" passengers. Nannie Irwin recited "The Rose Is Red," and Lieut. Col. O'Kelly rendered a cello solo. One item that sounds interesting was a recitation entitled, "Darwin, Or The Missing Link," by the Rev. C. E. Harris.

A menu from the North German Lloyd liner Aller for Nov. 15, 1893, is notable for the extraordinary painting on its cover. The ship's captain, plump and red cheeked, with blond whiskers and handlebar mustache, is shown leaning against the ship's foredeck rail, positively leering down at a most coquettish, plump, thin-waisted, large-bosomed beauty.

In a circled insert below, the ship is shown in all her grandeur, a 5,270-ton liner that in her day was one of the largest in the world. Amazingly, a 50,000-ton liner was already on the drawing boards, so rapid was the size explosion of ocean liners.

This advertisement for the same line appeared in Harper's: "The traveller by this line



One of the most beautiful ships ever built was the French Line's Norman-

die. For a time in the mid-1930's, she was mistress of North Atlantic.

finds handsomely appointed staterooms of unusually ample dimensions; he dines royally at a table whose cuisine has long been famous for its excellence, and takes his salt-water baths in marble tubs amid princely furnishings; he receives most courteous attention from officers bronzed by years of service; his steward becomes his personal valet, and his every wish is anticipated."

As ships doubled and tripled in size, the three- and even four-smokestack liners came into vogue. Only 14 four-stacked liners were ever built, but they made a great impression. The ill-fated Titanic is probably the best remembered.

The Hamburg American Line succeeded North German Lloyd as the world's largest ship line — in 1914 it had 431 vessels. Its pride and joy was the Vater-

land, a massive 58,000 tons. Three million five-pound rivets held her hull together. She carried 700 in first class, 600 in second, 1,050 in third and 1,700 in steerage — plus a crew of 1,200. "There is absolutely nothing to be feared from the most violent hurricanes or gales," a folder proudly said of her. Even so, the Titanic had taught everyone a lesson and the Vaterland had "no less than 83 lifeboats," which would hold about 5,900 persons, or "considerably more than the ship has on board when fully occupied." Some 2,743,975 cubic feet of the ship's capacity were "placed at the disposal of the passengers," and indeed the Vaterland, later Leviathan, was one of the greatest ships ever built. She lasted until 1938, and flew the American flag during most of her life, having been seized in New York when Amer-

ica entered World War I.

Italy did not lag in the contest for magnificence in ocean liners. A long list of sumptuous ships culminated in the great Rex and her companion ship, the Conti di Savoia of 1932. Tremendous ballrooms, dining saloons two decks high and elegant lido sports decks were featured on both ships. A brochure boasted:

"The excellence of the cuisine on board Italian Line ships is already proverbial, but it reaches, perhaps, its highest point on the Rex, where it includes the famous dishes of every country, prepared with consummate skill. . . . Every form of activity, be it intellectual, social, sports or spiritual, finds its proper setting, and travelling by this splendid ship provides a new source of health and happiness."

With the Normandie in 1935, the French added new superlatives to their advertising language:

"She marks the greatest single step forward in ship design and construction since man first dared the seas . . . ultramodern in line, in turbo-electric propulsion, in scientific safety equipment, in unencumbered decks and magnificent spaciousness."

The Normandie was an extraordinary ship — far ahead of her rivals in design, and the most lavish vessel ever built. It was a tragedy when she burned at her pier during World War II. The likes of her three-deck-high main dining saloon will never be seen again. Her successor, today's France, offers something less in first class, but more than



Perhaps the greatest, certainly the most famous liner of all was Cun-

ard's Queen Mary. She played major part in winning World War II victory.



CANBERRA-GBVC



ORSOVA-GNDL



IBERIA-GBCN



LAUR

THE M.V. BERGENSFJORD OF THE NORWEGIAN AMERICAN LINE



GBTT



WMDT

THE S.S. BRASIL OF THE MOORE, McCORMACK LINES



KAEG  
S.S.  
CONSTITUTION



GERMAN ATLANTIC LINER TS Hamburg passes under Yerrazano Bridge after maiden voyage to U.S.



THE M.V. PRINCESS ITALIA OF THE PRINCESS CRUISE LINES



THE WIRELESS PIONEER

# WARTIME WIRELESS

Ed Raser-Concludes Experiences



**CW** was used only aboard large warships and high powered land stations. They ranged from a 2 KW Federal Arc on destroyers and transports and 5 KW. Arcs on battleships.

At Radio "NSS" Annapolis, Md., a high 500 KW Arc had been installed. The Arc is, of course, a form of CW emission and could only be heard on non-oscillating detectors by interrupting the signal with a chopper or "tone-wheel".

The radio compass or direction finder was an outgrowth of war-time wireless activities. The Navy was first to develop and use this very necessary aid to navigation. Some of the early development work was done on this device in the Philadelphia area, and in and about Delaware Bay. We even had a compass loop installed on top of the "Billy Penn" statue of the city hall tower in downtown Philadelphia. Two more loops were in use for cross bearings, one out in West Philadelphia on a tall building and the other on the Steel Pier, Atlantic City, N.J. This was the early experimental set-up. Later loops were installed at Cape May Point and Lewis, Delaware, with 1 KW spark transmitters, so as to offer shipping a direction finding service. This was the beginning of the development of our most efficient navigational aids, those that are so highly developed today.

The surprising "end" to my "downed airplane story" came just recently. I received a letter from Richard Schell, Jr., KP4ZK of Ponce, Puerto Rico, wanting to know if I was the same fellow who he had rescued in a downed airplane back in 1918 on Delaware Bay. He was then radioman aboard the U.S. Coast Guard Cutter "Itaska". He had read a short story about me in a recent issue of SGT, so being very curious, he wrote me a letter. Boy was I surprised to hear from this incident after some 50 years had passed! Wonders never cease in this old "Wireless Game"... or at least they haven't for W2ZL. -30-

## CERTIFICATE OF SKILL

Area Director, Ed. G. Raser (Society of Wireless Pioneers) has spent a considerable amount of time the last several years in researching for the names of those eligible to be included on a "ROSTER" of old-time professional brass-pounders who were issued the (now) coveted **CERTIFICATE OF SKILL**.

This certificate was the first ever issued and was the first of the license/certificates later required of those operating wireless/radio equipment.

Director Raser states that he is sure of the authenticity of his list. He mentions however, that it is possible that a few names have been missed and welcomes information on any who may be eligible for inclusion but not listed hereon.

Please mail to him at - 19 Blackwood Drive, Wilburtha, Trenton, N.J. 08628. Ed's amateur call is W2ZL. Should there be a significant change/additions, we will republish the corrected list in the forthcoming PORTS OF CALL. Note: Names marked with (\*) asterisk in the list at right, are members of the SOCIETY OF WIRELESS PIONEERS.

A "BIG VOTE OF THANKS" to Ed for this bit of historical memorabilia ... and for the time and effort to work it all up.

## Roster - "Certificate Of Skill" Holders

1. JAMES M. BASKERVILLE  
May 25 1911, Brooklyn Navy Yard. W. H. Shulter.
2. THOMAS APPLEBY\*  
May 27, 1909, Philadelphia Navy Yard. W.L.Howard,USN
3. EDWARD P. KNOWLES  
June 6 1911, Brooklyn NY, W. H. Shulter
4. ERIC LEAVENS  
June 6 1911, Brooklyn Navy Yard, W.H. Shulter.
5. SYDNEY FASS(D)\*  
June 17 1911, Mare Island, CA. Reed M. Farwell, USN
6. WILLIAM AUGUST "BILL" VETTER\*  
June 17,1911, Mare Island,CA. Reed M. Farwell,Lt.USN
7. GEORGE H. HUBBARD\*  
June 20 1911, Mare Island, CA. R.M. Farwell, Lt. USN
8. GEORGE B. DUVALL  
June 20 1911, Charleston Navy Yd,W.G.Mitchell Lt.USN
9. CHARLES HENRY KESLER\*  
June 22 1911, Mare Island, Reed M. Farwell USN
10. THOMAS M. STEVENS  
June 24 1911, Boston E.E. Kittelle, Cmdr USN
11. WESLEY KELLAND  
June 24, 1911, Boston, Cmdr. E.E. Kittelle USN
12. LEWIS M. CLEMENT\*  
June 27 1911, Bremerton Navy Yd. E.W.Stewart, USN.
13. DAVID SARNOFF  
June 27 1911, Brooklyn Navy Yd. W.H. Schullter, U.S.N
14. KENNETH RICHARDSON\*  
June 27 1911, Boston Navy Yd. Cmdr E.W.Kittelle,USN.
15. ROY E. ARMSTRONG  
June 28 1911, Norfolk Navy Yd. W.G. Mitchel. Lt.USN.
16. CHARLES W. HOHN  
July 3 1911, Brooklyn Navy Yd. W. H. Shulter
17. DANIEL C. MCCOY  
July 14 1911, Brooklyn Navy Yard, W.H. Shulter
18. CHARLES J. PANNILL  
Aug. 7 1911, Baltimore, Md. C.St. J.Howard, USN.
19. ELMO N. PICKERTILL  
Aug. 17 1911, Brooklyn Navy Yd. W.H. Shulter
20. CHARLES E. STEWART  
Aug. 28 1911, Philadelphia Navy Hd. W. L. Howard,USN
21. STANLEY E. HYDE\*  
Sept. 5 1911, San Francisco, R.Y. Cadmus, R.I.
22. LOREN A. LOVEJOY\*  
Sept. 18 1911, San Francisco, R.Y. Cadmus, R.I.
23. GOODSPEED S. CORPE\*  
Sept. 20 1911, Mare Island. R.M. Farwell, USN
24. CECIL E. PARKER  
Sept. 28 1911, San Francisco, Ca. R.Y.Cadmus, R.I.
25. RICHARD S. EGOLF\*  
Nov. 22 1911, Brooklyn Navy Yd. E.S.Tucker,GunnerUSN
26. JOSEPH G. MULLEN  
Nov. 23, 1911, Brooklyn Nvy Yd. E.S.Tucker,GunnerUSN
27. HENRY G. LAMBERT  
Dec. 22 1911, Boston Nvy Yd. Cmdr. E.W.Kittelle,USN.
28. EARL W. CADWELL  
Jan. 3 1912, Brooklyn Nvy Yd. E.S.Tucker,Gunner USN.
29. AARON BARBALATE  
Feb. 12 1912, Brooklyn Nvy Yd. E.S. Tucker,Gunner USN
30. HERMAN ZIMMERMAN  
Feb. 12 1912, Brooklyn Nvy Yd. E.S. Tucker,Gunner USN
31. CORVIN R. HENRY,\*  
Feb. 29 1912, Mare Island. R.M. Farwell, Lt. U.S.N.
32. ARTHUR COSTIGAN  
Apr. 10 1912, Brooklyn Nvy Yd. E.S.Tucker,Gunner USN
33. JOHN A. BOSSEN  
May 15 1912, Brooklyn Nvy Yd. E.S. Tucker,Gunner USN
34. HOWARD A. COOKSON\*  
May 15 1912, Mare Island, Lt. Reed M. Farwell, USN
35. JOHN W. SWANSON  
May 29 1912, Brooklyn Nvy Yd. E.S.Tucker,Gunner USN
36. SARA MABELLE KELSO  
June 6 1912, Bremerton Nvy Yd. A.C. Fail, Lt. USN.
37. LAWRENCE A. SCHMITT  
June 27 1912, Brooklyn Nvy Yd. E.S.Tucker,Gunner USN
38. MILTON BEHL  
June 27 1912, Brooklyn Nvy Yd. E.S.Tucker,Gunner USN
39. ARTHUR P. REHBEIN  
June 28 1912, Brooklyn Navy Yd. E.S.Tucker,Gunner.
40. WILLIAM THOMAS STENGLE  
July 19 1912, Philadelphia Nvy Yd. H.H.Greenlee,Lt.
41. EDWIN S. LAMB\*  
July 31 1912, Washington Navy Yd. (No. Sig.)
42. RICHARD JOHNSTONE\*  
Aug. 13 1912, Mare Island, R.Y. Cadmus, R.I.
43. ROLAND E. RUDITZ  
Aug. 24 1912, Boston. Thos.P.Clark,Gunner/R.I.
44. HOMER B. JAGGERS(D)\*  
Aug. 24 1912, Customshouse SP. R.Y. Cadmus, R.I.

(List continued/completed on page 15)



### HOME

Home is where ever-swirling tides  
 Round creosoted pilings fret,  
 And moored, salt-tarnished fishing boats,  
 Spread star-filled rigging like a net.

Nostalgic is the lighthouse horn  
 That from the soft gray fogbank cries,  
 The shrieking of nomadic gulls  
 Soaring against unbounded skies.

Home is bright red and emerald lights,  
 And where ships' whistles call to me,  
 Carpets of kelp, pied driftwood fires,  
 And that immortal queen, the sea.  
 Walden Garratt

### HOW 'BOUT THIS ?

A gentleman describing a bout between a friend and the flu bugs, finished his statement with the following immortal, or immoral, ditty:

"Without a doubt, this lazy lout,  
 Had just about, as bad a bout,  
 As he could flout, through his poor snout,  
 Or do without, had he the gout,  
 You know that kraut, makes no one stout,  
 Cabbage 'jest mought, make flu bugs sprout  
 But one strong scout, with a good clout,  
 Could rout them out, before they sprout."  
 Bend, friend - this is the end!

By - Gene Eagles - 178SGP.



"LOOKS LIKE A BIG NIGHT ON THE MARINE FREQUENCIES, CHIEF.... STARTING AT EIGHT O'CLOCK, THERE'LL BE GALE WARNINGS ON THE NORTH ATLANTIC, A TANKER WILL BE IN TROUBLE OFF CAPE MAY, AND TWO SEAMEN ON A RUBBER RAFT WILL BE RESCUED BY THE COAST GUARD IN THE GULF."

# C.O.S.



- 45. JOHN E. WATERS  
Sept. 22 1912, Los Angeles, Calif. R.Y. Cadmus, R.I.
- 46. JOSEPH S. CHAMBERLIN  
Sept. 26 1912, San Francisco. R.Y. Cadmus, R.I.
- 47. ROLLAND COLBERT  
Oct. 1 1912, San Francisco, R.Y. Cadmus, R.I.
- 48. MATHEW BERGEN  
Oct. 4 1912, Brooklyn Nvy Yd. W. D. Terrill.
- 49. JOHN A. NICHE  
Oct. 9 1912, San Francisco, CA. R.Y. Cadmus, R.I.
- 50. HENRY Q. HORNEIJ  
Oct. 15 1912, Brooklyn Nvy Yd. E.S. Tucker, Gunner.
- 51. IRVING VERGYLLA  
Dec. 12 1912, Brooklyn Nvy Yd. Gunner Booth, USN.
- 52. RALPH G. BARBER  
Dec. 13 1912, Brooklyn Nvy Yd. E.S. Tucker, Gunner USN.

- 30 -

## CALL BOOKS NEEDED

This is an appeal to members who may have CALLS BOOKS - those issued by the U.S. Government "RADIO STATIONS OF THE UNITED STATES", or other Governments - Consolidated Radio Call book (any years) PLUS any issue of the UIT issued in Geneva, to donate them to the Society. We have a few Calls Books on hand but finding increasing need to fill gaps for years we do not have. They may be sent 4th CLASS BOOK RATE which is very reasonable. Amateur Station Call books of historical interest would also be welcome. T.U.

THE WIRELESS PIONEER

## "CQ" de W2GW QSW 40 METERS New SOWP Net

SOWP 40-METER "ATLANTIC" NET. (Add to Info. Page - 7).

HOWARD "COOKIE" COOKSON - W2GW with a real sharp antenna which shoots real fine sigs all up and down the Atlantic Coast has volunteered to establish a 40-Meter NET and will act as C/O of same each SATURDAY at 9.30AM EST.

Many members are still at work during "TRANSCON" Schedules, hence they loose out on traffic and bulletins handled. Cookie will rebroadcast BULLETINS sent by Al Brodnax W6HLD at 1700Z on Thursdays on 14125 kHz (Transcon skj). Time of the new ATLANTIC schedule has been tentatively set at 9.30AM EACH SATURDAY MORNING EST. The C/O may find it desirable to change the time later if members find it to their convenience.

Cookie says that he believes those members in Districts 1 and 2 (both Canada and the States) should be able to QSO without too much trouble. He has ask Society Member, Herb Irving - 144P, with call W3PK to stand by for DISTRICT THREE members. More on this arrangement later/or alternate.

Howard Cookson's amateur days go back to 1912 when he had amateur Station 6DI and along with Dickow and others, helped to establish the San Francisco Radio Amateur Club. He is one of the Society's Directors.

March 1915

THE WIRELESS AGE





S. S. MAJESTIC

### Age of the superliners *continued*

compensates by providing vastly superior tourist class. Like most modern ships, she has only two classes, and her tourist is as fine as many old-time first class accommodations.

Cunard's famous Queen Mary is by far the best-known ocean liner of recent years. This 81,000-ton, three-stacked beauty will soon be a stationary resort and museum in Long Beach, Calif. Built during the worst years of the Depression, her 1,019-foot hull lay half-finished and silent on the builder's ways for two years. When she finally came out, she captured the Blue Ribbon of the Atlantic from the Normandie and began a most heroic and useful career. Her war service saw her steaming along, without convoy, on every ocean of the world. She carried up to 16,000 men on a single voyage. After the war, she was rebuilt and continued as one of the last really great luxury liners. Her final departure from New York in 1968 evoked one of the greatest harbor parades in the port's history.

The Queen Elizabeth, now on exhibition in Fort Lauderdale, Fla., is slightly larger than the Queen Mary; in fact, her 83,673 gross tons make her the largest liner ever built. She began her service with a mystery dash across the Atlantic in 1940 to be outfitted in America as a troopship. Her war service and post-war career made her one of the world's most-loved and best-known ships. Her fantastically long corridors and magnificent wood-paneled public rooms gave her a reputation for vastness and

beauty that was unexcelled.

The United States Line has had only two big liners on the Atlantic since World War II. They are the great superliner United States, built in 1952 and laid up only last year, and the America, her slightly smaller sister. The America is now operated by the Chandris Line, a Greek concern, and has been re-named the Australis.

The United States broke all speed records when she entered the Atlantic run, and remains the fastest ocean liner ever built. She was designed for quick conversion into a troopship and could carry 14,000 men—but her luxurious interiors made it hard to realize that she was also intended for war service. From a safety standpoint, the 52,000-ton United States was probably the most remarkable vessel ever built. The only wood aboard was in her piano and the butcher's chopping block. Her designer, William Francis Gibbs, was so proud of her that, until his death, he used to watch each arrival and sailing, and would call her captain and chief engineer every day, regardless of where she was on the Atlantic or elsewhere.

The shape of ships to come is anticipated in Britain's breathtaking new Queen Elizabeth 2. Today's travel trend is toward cruising liners, and the new Queen was designed with this in mind. She is a complete resort in herself, providing not only the shops, banks, full valet and laundry service, women's salon, barber shop, beauty treatment room and full recreational facilities

that most big ships offer, but also three laundrettes for passengers, complete with automatic washers, dryers, irons and ironing boards. All her dining rooms are on the promenade deck where passengers may look out at the sea. She has more deck space per passenger than any other major liner. There is a charming little coffee shop where sailing-day visitors may sit and pretend they are passengers, have coffee in English mugs and eat delightful English muffins. Many features like this make her an exceptional ship.

The Queen Elizabeth 2 really is the ship of the future, combining all the space and features of the finest cruise ships with the size and speed of the greatest Atlantic liners.

Today's travel picture is a remarkable one. On the one hand, there is the virtual death of ocean travel as a mere mode of transport; on the other, there is the tremendous surge in new cruise-liner business. All around the world, long-range airplanes are stimulating short-range ship travel.

Little liners are being built for the Baltic, the Mediterranean, the Australasian areas, the ocean off Florida, the Atlantic between Europe and the islands off Africa, and the Sea of Japan. The air-sea concept is responsible for much of this growth. Fly to your ship, spend two weeks cruising between Spain and the Cape Verde Islands, then fly home. Or fly to the Caribbean and pick up a French luxury liner to take you around the Windward and Leeward Islands and drop you at Miami for your return flight.

The prospects for going to new places by ship are greater now than ever before because of the advent of the supersonic plane, which will take you almost anywhere in a few hours, and leave you the rest of your vacation for an intimate ship-board cruise. Few would have dreamed that the plane would actually stimulate ship travel, but it has—to the benefit of vacationers the world over.— 30 —

# 'SWALLOWING THE ANCHOR'

IN TEN EASY LESSONS OR

BY CHARLES E. MAASS

SAGA OF WIRELESS PIONEER NO. 580-P.

**N**ow I "ain't" really a pioneer, when I read of those members writing about 1906! Wow, that's the year after I was born. It was the year that San Francisco had a Fire that shook all the buildings down. However I did go to sea in 1911. I was a six year old passenger with my mother, on the OLD S.S. SANTA ROSA. We plowed ashore off Pt. Arguello, as seven destroyers did some eleven years later, (En-route KPH to Santa Barbara). The "SANTA ROSA", a wooden ship, split in half. No lives were lost. We were taken ashore in an improvised breeches buoy. A life line to shore, and a cargo net folded like a folded napkin. Two or three passengers per trip. Remember we all got wet, as the line dipped into the water between ship and shore.

January 1922, I received my Commercial "ticket" from that grand old R.I., D. B. McGowan at the Custom House in S. P. ("DB's" mother was the vice-principal of the grammar school I attended (Rochambeau) in S. P. However, that did not prevent "DB" from giving me my ticket. Though I'm sure if his mother knew about it she would have said she didn't think one C. E. Maass would even be let in to Polytechnic High School, which surprise, he was!

Prior to receiving my ticket, I had been working at the Leo J. Meyberg radio-electric store at 428 Market Street in S.P., and attending "Mac" MacKenzie's Pacific Radio School. So, with the hot "ticket" in my hands I became Chief Engineer, Announcer, Production Man, and Janitor at "KDN", on the roof of the Fairmont Hotel, a one man; or I should say "boy" station.

At the ancient age of 17, I figured RADIO, per se, wouldn't last. Also, I wanted to be a WIRELESS operator and a BRASS POUNDER! There was the world to see, and all that.

An exotic ship was my first assignment. "Pop" Gray of GRAY & DANIELSON permitted me to join the "WAPAMA" (WMG) as junior Operator. After five months on WMG, and the realization that "watch & watch" with the Jr. Op shifting on the 7 and 5 shifts, at meal times, a growing boy wasn't getting enough sleep! Why not try for a TANKER?

"Mac" McKenzie had taught me to run an arc transmitter without blowing up the building on New Montgomery, or wrecking the Marconi School on the floor below, said that Federal Telegraph needed arc operators. So to the Hobart Building I did hie. Success! I was assigned to the SS OLEUM, WTD. When I viewed this scow at Martinez, I wasn't sure which end was which. Her bow and stern were the same. WTD was originally a mud sucker for dredging the Ambrose Channel in New York Harbor. The arc set on board was the prototype built by Poulsen, or was it NOAH?



It had a small square arc chamber, the cathode did not revolve, as I remember -- that is, not by motor! The receiver was a galena type with a motor driver "Ticker". As usual, in those days, some of us "eager-beavers" carried our own vacuum tube receivers. Legally, these were to be used for non commercial traffic. Weather reports and such. We were supposed to use the ship-board receiver when handling traffic, which we all did, I'm sure! Anyhow, I was able to work KFS from Manzanillo, Mexico and Anyox B. C. Much to the surprise of the skipper, KFS, and ME. Four months on the mud scow and I wanted to see the world.

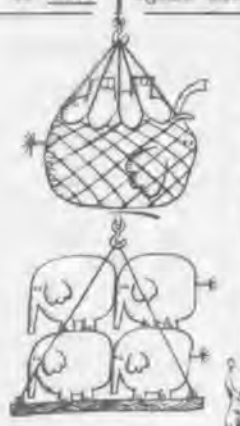
Was called to Bennie Wolfe's office at the USSB, to take out a WW-1 freighter, the SS CUPRUM, which was in the bone yard. Had never been to sea before, and was being commissioned. Had a 2 KW arc and a good SE 1420 receiver. I'll never forget "Bennie's" face when he ask my age, and I said 17! Guess that working on WTD sold me, as there were not too many arc operators ashore at the time. So as Purser-Operator, off to Grays Harbor for lumber, then to Japan. Never forget we lost an anchor at Grays Harbor. Were coming down the river and "skipper" almost went ashore. He yelled, "Drop both anchors" Mate did, and we lost both of them! They had not been fastened in the chain locker. Capt. Whitehead kept us from ashore, though. Dredges picked 'em up for us, and we were on our way. Worked KPS, NPQ and at times KPE, all the way to Japan -- good old 2100 meters.

Being a lousy Purser, ripes Pacific Radio School and E. E. Buchers, as well as "How To Pass" books didn't g ve any details on clerical work of a Purser, I joined the SS PRESIDENT MC KINLEY on return to Seattle, as second op. Next was Chief. From here, assignments were, H.F. ALEXANDER, CITY OF PANAMA, MANULANI, ADMIRAL SCHLEY, RUTH ALEXANDER, W.S. BRIGGS, CITY OF LOS ANGELES, PRESIDENT JEFFERSON, INDIA ARROW (to the East Coast) SS LEVIATHAN (1 year), OSMES, WILLANGLO (to West Coast) NAUI, TRIMOUNTAIN (to East Coast) LEVIATHAN again and the S.S. AMERICA. My sea-going days ended with the S.S. AMERICA, which is an interesting part of "HOW TO SWALLOW THE ANCHOR".

Upon arrival in New York, on the WILLANGLO, I decided to hit for a South America run. Winter was coming on. However WSN, the Leviathan, was in port and needed an operator in a hurry. So back to WSN (which had been changed to WSNV) for another trip. Then the "Levi" tied up for the winter transferred to KDOV, "SS AMERICA". On our return trip from Bremerhaven Germany to New York, in the dead of winter, and a couple, or three, days out of New York we picked up the following:

"ALL SHIPS:  
STEAMER FLORIDA, LATITUDE 38.05° N  
LONG. 60.12° W, DAMAGED RUDDER,  
REQUIRES ASSISTANCE.

IXB"



# MAASS



We must have been about ten, or so, hours away at the time. Anyone sailing the North Atlantic in December knows what this darkness, etc.

area is like, especially with snow squalls,

Think it was Les Bowman that picked up the SOS. Anyhow the three of us manned the shack. Captain Fried headed for the "FLORIDA" IXB. With no rudder, and shipping heavy seas, IXB was in trouble. Static and distance, and the weak power of IXB did not let us use the radio compass at first.

Not to delay the results in this story -- all crew members were saved, due to the marvelous seamanship of Capt. Fried and Chief Officer Manning. Manning was in charge of the lifeboat that saved the crew -- and believe me those seas were heavy!

However the saga of the three wireless operators is as follows:

A couple, or three, years previously Captain Fried on the SS President Roosevelt was the hero of the Atlantic saving the British Ship "Antinoe", receiving much publicity and a commendation from the British Government. Ken Upton (512-P) Chief Operator with Capt. Fried at the time was a shipmate of mine of the Leviathan in 1927. Ken, a SOWP Member told me the story.

Realizing there could be publicity on this SOS of Capt. Fried, I ask "Smitty", Chief on KDOV if he had any objections to our sending out the story. It was agreed between Nelson Smith, Les Bowman, and myself that we would take a chance and send the story in. Thus a message was filed to the New York American; (thru Station WCC) -

N.Y. AMERICAN:

SS AMERICA GOING TO DISTRESS CALL OF ITALIAN FREIGHTER FLORIDA. CAPT. FRIED, COMMANDING. DO YOU WANT THE STORY.

SMIBOS KDOV

The code name SMIBOMAS was made up from Smith, Bowman and MAAsS.

An immediate reply was received to the effect, "File complete report press collect".

Hundreds of words were sent through WCC, while Capt. Fried was on bridge and Manning was in the lifeboat. Not too long afterwards we received messages addressed to SMIBOMAS from other press organizations. So, a message was sent the NY AMERICAN stating other news agencies were after story but we figured if kept exclusive remuneration would be better! Message came back... "SMIBOMAS - KEEP EXCLUSIVE REMUNERATION WILL BE HANDSOME."

No one ashore knew who in hell SMIBOMAS was, and as we did not respond to other requests, the other news agencies started sending messages to passengers that, undoubtedly, had some connection with the press; regardless of capacity.

So when other messages were filed for other press organizations, we "pinched", and changed, some of the better details and sent that in.

Then for some odd reason we were not able to get these other messages off right away! Static, or something. However, they did get off, though somewhat delayed by an edition or two.

Later a coded message was addressed to Capt. Fried, signed UNASTALIN. Unistalin was U.S. Lines code name. Realizing this was to censor all radio communication, we informed NY

AMERICAN of this, while delivering MSG to the "Skipper". AMERICAN then requested 500 words from each of us on interview of IXB radio op., etc. These 500 word articles to be picked up by a well identified AMERICAN reporter at quarantine. So MS became a writer for the three of us, coming up with three separate 300 word items.

Upon arrival quarantine, about two days after rescue, KDOV was boarded by numerous reporters and photographers. Fox Movietone News came aboard, and who should be the Fox Movietone soundman but Ken Upton SOWP 512-P, my old shipmate of Nelson Smith.

During "ticker tape" parade up Broadway for Captain Fried and Harry Manning, "MS" beat it over to the NEW YORK AMERICAN, to see Mr. Coblenz, Managing Editor of Hearst papers.

Before going up to see Mr. Coblenz, I visited the newspaper morgue, to see how well story was played in newspapers. It was a headline affair for two days. My meeting with Coblenz was pleasant. He wanted to know how much I wanted. Told him we would all probably be fired because I found out that the U.S. Lines did not even know KDOV was going to the aid of the SS "FLORIDA" until they read it in the morning paper. Now this was not our fault. Message had gone to U.S. Lines some time before we contacted the NY AMERICAN. However, guess as it was late night or early morning, the message probably sat in U.S. Lines office until eight or nine AM. Hence the newspaper beat them to it!

Anyhow, Coblenz said not to worry about any trouble. Hearst would take care of the problem, if any. So, how much did we want? Taking a deep breath, and not resisting the chance to say the story was handed to them on a silver platter, I asked for a THOUSAND DOLLARS EACH. (Don't forget this was 1929, and we were getting \$125.00 per month!) Coblenz said he would have to check, and could I come back in an hour?

Taking myself off to the nearest speakeasy, I returned in an hour. Coblenz said the \$3,000.00 was O.K. How did I want the check made out? I told him \$1,000 for Lester Bowman, \$1,000 for Nelson Smith and \$1,000 for C.E. Maass.

With three checks in my hot little hands, I headed back to Hoboken and KDOV. When I presented "Smitty" with the \$1,000 check, he said hurrah! that would be \$300 for him and \$300 for Les and that I should get \$400 for the work. When I told him we each had a thousand, he up and quit immediately. He was getting married that trip!

Les and I were trying to decide whether we should resign also. However, Harry Manning came in about that time, and was quite upset. He had evidently heard that the U.S. Lines did not know about the rescue until they saw it in the paper. Said we would probably be "blackballed" by the U.S. Lines and never sail on one of their ships again.

That got our "dander" up, and we said we bet we would be on the next trip to Germany. We were. But, the thousand bucks in the bank made it an awful long trip!

On the return to N.Y. Les quit and we went to work for CBS (Last time I heard, he was Chief Engr. CBS L.A.). I quit, and went to work for Vitaphone - Western Electric Co. For the past 36 years I have been with either Bell Telephone Laboratories, or Western Electric in New York.

So the three of us swilled the anchor in 1929.

Later we were to receive "Distinguished Service Awards" certifying that our names had been placed on the honor roll of those living or dead who "...Have conformed to the glorious traditions of their profession".

## THE WIRELESS AGE

### WELL-DESERVED THANKS

Nelson M. Smith, Chief Radio Officer, Steamer America.

On behalf of the Radio-rama Corporation of America, I congratulate you and your assistants, Bowman and Smith, on the timely interception of the distress call from the Florida, and on the efficient manner in which you performed your duties during the trying period while the America searched for the Florida, thereby upholding the fine radio traditions of the past and again demonstrating the value of radio as a means of saving life at sea.

C. J. Powell



L. TO R. - CHIEF SMITH, BOWMAN, MAAS



A. S. AMERICA

March 1929



## HMS "QUEEN ELIZABETH 2nd" (QE-2)



A Radio Operator's "Dream Ship"  
as Reported by .....

W. EARLE WOHLER, WX

AT THE REQUEST of "Ye Ancient Mariner, CX, Bill Breniman, SOWP, our Charter Member and the Society's Commodore, (WP-4P) W. Earle Wohler, has furnished us an interesting resume of the trip he and XYL Freda took last fall aboard the famous HMS "Queen Elizabeth 2nd" to North and South Africa, Canary Isles, Rio de Janeiro and Salvador, Brazil, South America, Virgin Isles and Curacao, D.W.I., from New York to New York. While this has been duplicated by other media, we think many of our members who have not read about the Commodore's trip, will find it of great interest. CX



Everyone loves a ship! Whether large or small there is a certain fascination about an ocean-going liner. But the "QE2" is more than a ship. The Cunard SS Co. calls her "a pleasure island" and most of the time you do not realize you are on the high seas, unless you should happen to glance out of the large, heavy plate glass windows, (not port holes) and see the beautiful blue-green waters of "our 7 seas". She is a mighty, majestic thing of beauty.

The newest and most modern of any passenger liner afloat. Now only a little over 4 years old, the newest of the "Queens", all the pictures in the world, or books written about her, do not do her justice. You have to be aboard, cruising at 28 to 30 knots to fully appreciate her huge size and power. A two class ship, 1st class and tourist class, she is so designed that both classes have full freedom of the entire ship, different from the two former Queens, where one-way doors and barriers kept the two classes separated. On the "Queen Mary" and "QE1" one could get hopelessly "lost" if you ventured as a 1st class passenger into the realms of tourist class.

Her length is 963 feet, beam 105 feet. She was designed to be able to go through the Panama Canal. The other two Queens could not. By comparison the "Queen Mary" was 1019 feet in length, beam 118 ft. The "Queen Elizabeth" was 1031 ft. with a beam of 118 feet. All the 3 Queens were like huge resorts.

The first keel section was laid down on July 2nd, 1965, at the East yard of John Brown & Company shipyard on the Clydebank. Designed to keep

fuel consumption to a minimum (normally 145,000 gallons of fuel oil per day. She has 3 boilers made by Foster & Wheeler Co., who also made the boilers for the other Queens. These main boilers are so far the largest built for marine installation. Her machinery, with a total power of 110,000 shaft horse power, was the largest yet built for a twin-screw vessel. Her electrical generators 3 in number (one for emergency) would be capable of supplying the needs of a town of 21,000 people. The superstructure, above the main deck, is all-welded aluminum. This meant

Continued on page 20

By Earle Wohler

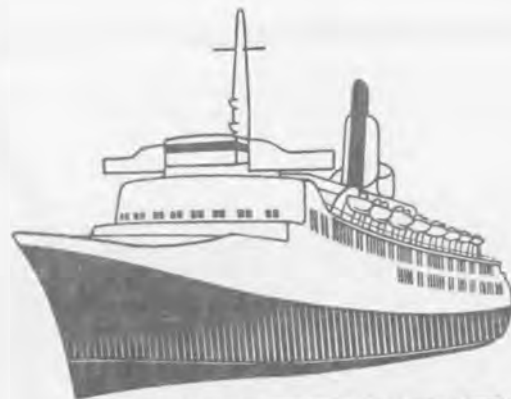
a saving in weight of 2000 tons of steel. She is equipped with a fully automatic fresh water distillation plant producing 250,000 gallons of fresh water per day from sea water. The QE2 can steam at a service speed some 8000 miles without refueling. The bunkering system is carried out by one man, compared to six required on the other two Queens.

Two of the largest dining rooms in the world are aboard. One, the Columbia dining room, the other, the Britanic, plus the Grill Room, where there is a cover charge for dining.

Nine bars, with beautifully appointed cocktail lounges are at various spots aboard. You will never die of thirst or starve aboard this ship. The theatre is beautiful, capable of holding 500 people, including a gallery, entered from the deck above. The Queen's Room, 100 ft. wide by 105 ft. long is for dancing and ball-room events. Furnished in white and buff color.

The garage aboard will hold 80 cars. The ship's hospital is staffed with 4 great doctors, working with very modern equipment. The officer's Ward Room, located forward below the Bridge, is a thing of beauty. A complete bar and cocktail lounge, play room, an ideal spot for visiting and relaxation. (First Radio Officer Mr. Holme, was our host in this Room where we had the grandest of cocktails.)

To all our radio friends, the Radio Room was fantastic. Located on the Boat Deck forward, you are bewildered by the array of beautiful equipment. The transmitting room was located about 250 feet aft of the radio room. All equipment was built by I. T. T., and digital tuning used throughout. The emergency transmitter was powered by a 12 volt battery source with a very high ampere hour capacity. Her radio call letters are GBTT, same as the SS "Queen Mary" had. The Radio Phone is SSB, and a separate panel transmitter console with operator maintaining a 24 hour watch is maintained. She has world-wide range. Mr. Don Butterworth is Chief Radio Officer; Mr. A. W. Holme is 1st Radio Officer; and 4 other Radio Officers



## CUNARD QE2

all great chaps, complete the Radio crew. In the Chart Room is the Satellite Tracking panel which takes bearings from 4 satellites. Two teletype machines copy press and news and automatically punch a tape which is fed into linotype machines in the printing shop which prints the daily newspapers. The U. S. stations mostly worked are WCC and WSL.

The control of the ship is entirely by push-buttons from the Bridge. No more brass engine-room - bridge telegraph in site. Radar, Sonar, etc all in evidence. Mr. D. G. Wilson is Chief Engineer; and Mr. J. Wilson, Deputy Chief Engineer. On the bridge, Mr. D. H. Lee is Chief Officer. Commodore W. E. "Bill" Warwick is in command. Mr. M. F. Hehir is the Staff Captain.

This cruise we recently made left New York on October 23, 1970, to the Canary Islands; to Dakar, Luanda, Durban, and Cape Town, Africa; then across the South Atlantic to Brazil (Rio de Janeiro and Bahia,) South America; Curacao, D. W.I.; the Virgin Isles, (St. Thomas); back to New York. A 3 Continent Cruise, 37 days on the "QE-2".

She has a capacity of 2,025 passengers and a crew of 906.

# GBTT



# Pioneer Navy Station Celebrates

## 65th Anniversary

### BREAKS NEWS ON

### 'PEARL HARBOR'

**N**aval Communication Station San Diego will hold an Open House 12 May 1971. Tours of the Headquarters Message Center will be conducted for military personnel and invited guests.

Naval communications in San Diego originated in the early nineteenth century. Shortly after Marconi's "Wireless Telegraphy" was successfully tested for ship-to-shore communications applications, transmitting and receiving units were installed aboard warships and at specified ground locations to form the U.S. Navy's first radio communications system.

As part of the embryonic network, "Navy Radio Point Loma" was established on 12 May 1906. This pioneer facility was housed in a small frame building on Point Loma overlooking the Pacific. Chief Petty Officer Robert Stuart was in charge of the installation which was destined to handle "in excess of 3000 messages" during its first year.

From 1906 to 1908, Navy Radio San Diego participated in a number of tests which contributed significantly to the advancement of radio broadcasting. Of particular interest during this period was a series of experiments conducted by Dr. Lee DeForest aboard the USS CONNECTICUT which was then part of the Great White Fleet. DeForest's pioneer efforts in radio telephone usage greatly increased the tactical flexibility of the Navy, adding another dimension to shipboard communications.

In order to expand the facility's capabilities, 73.6 acres of land were purchased from Mr. Harry Flavel Carling on 21 July 1914. This large parcel at Chollas Heights, some 15 miles east of Point Loma, was utilized to construct a high power radio transmitting station in 1916. The site's first broadcasting unit, a then giant 200 kilowatt Poulsen-arc apparatus, was keyed remotely from Point Loma. The new transmitter made San Diego a vital link between the United States and Pearl Harbor in a world-wide communications network. The original 600 foot towers are still in use and are a landmark in the center of a metropolitan area of one million residents.

Further expansion occurred in the 1920's and by 1924 the station's first electron tube transmitter was operational. As part of Radio San Diego's growth, the Point Loma facility was converted to a receiver site and command Headquarters and Message Center were moved to its present location in the 11th Naval District Building in downtown San Diego.

During World War II, Navy Radio San Diego continued to play a vital role in wartime communications. As a matter of particular interest, Washington first received word of the Pearl Harbor attack through the station's Chollas Heights transmitters because of a temporary outage of Hawaii's large broadcasting units.

In 1941, 145 acres of additional land were acquired at Imperial Beach to construct a new receiver site and in 1943 the Point Loma receiver station was decommissioned. Fort Emory, a contiguous area since incorporated into the communications complex, served in those days as a Coast Artillery Station under the War Department. A complex of gun emplacements and associated bunkers has survived from those earlier days and has been adapted as office, maintenance and storage for the communication station.

In 1948, the Navy established a training activity for communications personnel at the south end of the Imperial Beach facility in a single small building. Initially, no more than 50 students were enrolled at one time. At the height of the school's existence, this number had grown to more than 1000 trainees; by this time there had developed a sizeable physical complex which included a number of class and office buildings, a theater, bowling alley, barracks, etc. In 1961, the school was relocated to Pensacola, Florida.



In the fifties, Navy Radio San Diego went through another series of evolutionary changes of growth and expansion. In 1952, the Navy added 412 Imperial Beach acres to further expand the receiver site and in 1953 the command was designated Naval Communication Station San Diego.

By 1966, all previously existing buildings on the Imperial Beach site were torn down with the exception of the concrete underground gun emplacements and four family quarters. This was necessary to prevent interference with the complex Wullenweber antenna and its associated equipment which were installed in 1965.

A familiar landmark to San Diegans, the "dinosaur cage," a Wullenweber multipurpose antenna, is visible from miles at sea and when traveling south or west toward Imperial Beach. This interesting cage-like structure surrounds the building which today houses the communication station's radio receivers and direction finding equipment. This year the site (located sixteen miles south of San Diego) was renamed Naval Radio Receiving Facility Imperial Beach after having been known for many years as Naval Radio Station (R).

The latest and possibly most dramatic change in communications improvement occurred in 1966 when Naval Communication Station San Diego became part of the world-wide AUTODIN (Automatic Digital Network) system. Torn tape relay stations were replaced by a global network of computers capable of virtual error-free message transmission at extremely high speeds. San Diego's entrance into AUTODIN is presently provided by IBM System's 360/20 computer.

AUTODIN, with over 3000 directly connected interservice subscribers, has the capacity to handle approximately five million messages daily. The network provides secure communications at extremely high speeds. Ninety percent of all FLASH precedence messages can be processed in less than six seconds and seldom does the system take over 20 minutes to process the lowest precedence traffic. Reliability is not sacrificed for speed - the probability of a message not being switched to its proper destination after entering AUTODIN is less than one in ten million.

Although there have been changes in the official mission of the station since its inception, it can still be best described as it was in 1906 - "to support the operating forces and shore establishment of the Navy in all elements of naval communications."

Naval Communication Station San Diego currently consists of the following organizational components:

- Headquarters Component and Communication Center, San Diego
- Radio Transmitting Facility, Chollas Heights
- Radio Receiving Facility, Imperial Beach
- Naval Message Center, Naval Station, San Diego
- Naval Message Center, Naval Station, Long Beach
- Naval Security Group Department, Imperial Beach
- Registered Publications Issuing Office, San Diego
- Registered Publications Sub-Issuing Office, Long Beach
- TGU (Technical Guidance Unit) Imperial Beach

Continued on page 24

# Ecology of a seafarer



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THE CHRISTIAN SCIENCE MONITOR

JOHN M. HANDLEY

Sea knowledge is a generally rewarding acquisition. It offers to both landmen and seamen a sensitive approach to natural beauty; a sensuous satisfaction not quite like any other; and a prospect of ever-refreshable interest. These are not gained without effort.

As in the pursuit of any higher education, certain fundamentals are useful in acquiring sea knowledge: one should live some early years beside a sea; swim often in it; and sail on its surface. A further dimension is being added—the need to live inside the sea.



Life beside a sea, even for a brief period, tutors the neophyte in its visible phenomena—the restlessness of it, the placidity of its calms, the magnificence of its disturbances. Living beside it, the student comes to develop an intuitive identification with the sea's movements and intents. He begins to "feel" the sea's mood, its intrigues with the wind and the temper of what is to come. This personal "engagement" is the student's basic nomenclature, a groundwork for deeper insight to come.

Living beside the sea tends to remold one's sense of beauty, shouldering out some cultivated standards in favor of new judge-points, concomitants of pre-cultural beauty. It foment thoughts which are sensible but beyond the scope of words. It inculcates a mute sense which glows hidden—an almost palpable pressure to possess joy without need to interpret. It is an exhilarating feeling, as when one sees the quick flash of sunlight reflected by a passing wave; the blue-black of a cloud's shadow sailing swifty across the indigo sea; or tumouled green water turning suddenly white as it shoals and rushes onto the shore, spreading evanescent arcs of sky-reflectors on the sand—mirror stages on which dance the thin-legged sandpiper ballets.

It is a vast heroic montage which needs no figures in the foreground to give the tableau dimension and contrast. Its own volatility provides these, and seldom twice in the same pattern.

Swimming in the sea, completely indigenous to its environ, or wading along a deserted shore free as the air-gliding gulls—this is the advanced course during which the sea's man-to-be begins to master the art of viability.

He lends himself to the sea's surface and submerged currents, learning when it is profitable to resist and when it is wisdom to yield in order to win. He masters the art of body-riding a wave, allowing its breattaking surge to lance him down its slope in an exhilarating power-dive toward his destination.

He learns that the sea can be a friendly sustaining force, its helpfulness kin to its beauty. During the knowledge-getting he discovers respect for the sea, the quality of respect one offers to an old one whose year-span encompasses all useful experience. Out of this respect is born a sensitive relationship with the sea that makes sea and man cooperators. From him now is gone all desire to challenge. This is the seafarer's diploma given by nature *cum laude*.



Sailing on the sea is a graduate course. All the knowledges garnered during previous studies are telescoped, a bridge to full application. It is as if, explosively, an elementary equation, like two times two equals four, has become almost the formula of comprehensible infinity.

Sailing over a sea whose horizon is ever beyond reach is somewhat akin to accepting an invitation from the infinite. Visually one's solid world is limited by bow, stern and midship bulwarks, but mentally one senses the endless rolling of merged time, geography, and movement. Even though a high-rising wave may drop the ship into its trough, momentarily reducing the visible world to a few yards, the sense of freeness is not touched. Within an instant the next wave will lift the sailor higher, ever higher, until sight is again lost in endlessness.

On a fair windless day ship and sailors are not idle, the sea's tutoring never stops. It does not tolerate idleness and to this end the strong fingers of its storms pick and fray the rigging, rust and pit the metals, scratch and scuff the varnished brightwork. Endless are the tasks invented to keep the sailor from growing fretful.

The "flat, endless, painted sea" itself is a never-idle environ. Below its surface minuscule myriads are at work stockpiling a limitless supply of the things man needs to maintain his civilization. Sea knowledge helps the student to evaluate this prescient provision, a complement to the land's dwindling resources.

Man is beginning to understand that the sea can prove to be civilization's best friend. Sailors have known this for ages but, confounded by their concern with the sea's surface, have neglected its depths. Or perhaps they wanted to keep its serenity safe from the encroachments of science and industry.



The fourth dimension—living inside the sea—is making rapid strides. Already there is talk of underwater cities, underwater mines, factories, farms, pleasure resorts. Captain Jacques-Yves Cousteau has proved beyond doubt that such activities are not only possible, but immediately so. Cousteau's crew lived and labored inside the Red Sea for a month, coming to the surface in fine physical condition and enthusiastic about bottom living.

Said Captain Cousteau at the close of his experiment, "The greatest reward for our toil in the Red Sea was the ever-enchanting realization that we were living *inside* the sea."

Thus sea knowledge is defining the fourth dimension of its ecology. Nowadays with our swiftly plunging technologies a whole new sea philosophy may be created. The new generation of seafarers may sidetrack the old-fashioned steps and plunge right beneath its surface to spend busy periods in sunless, skyless labor. The results will doubtless be of great benefit to the world. But nothing will replace the joy which comes from living beside, in, and on the sea.

Functionalism has overtaken many facets of living even as it replaced the graceful sailing ships with an unlovely, stubby iron cargo-container driven by throbbing, thrashing screws. But despite the change from wind force to fossil fuels, the sailor's appreciation of the sea—his sea knowledge—persists, passed along from one generation to the next even as were passed along the philosophies of ancient Greek and Roman. These have endured to serve as indispensable educational exercises. It is a note of optimism for a soon-to-be-old-fashioned three-dimensional ecology.

THE WIRELESS PIONEER



# THEY USED TO CALL IT 'WIRELESS'

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By Edward D. Stevens 374-SGP

I enlisted in the Navy aboard the flagship Chicago at San Diego on February 23, 1906, and though not assigned to the "wireless room" it was natural that I hung around there. My wireless experience began in San Francisco in 1905 as an amateur. William Larzalere was the first amateur in San Francisco and I became the second "ham" there.

My receiver had been a rolling-pin wrapped with bellwire as a tuner, and a coherer made by boring a hole in a piece of broomstick. The hole was filled with iron filings and the ends closed with zinc plugs, with a tapper made from a doorbell with the gong removed. My receiving condenser was an old telephone condenser of unknown values, and the telephone receiver had been discarded by the telephone company after it was badly damaged in a warehouse fire. My antenna was a single bell-wire about 100 feet in length from a warehouse to my home, insulated by means of broken necks of bottles. My transmitter was a Ford spark-coil and a loading-coil made by the old Electro Importing Company. The key was home-made. With this equipment I communicated with Electrician Talmadge at Tatoosh Island, Wash., on several occasions.

Fred Ward, of the Carborundum Company at San Francisco, gave me a bucket of carborundum scraps and I constructed a detector using a piece of carborundum, with a phonograph needle screwed against it under pressure. It was so satisfactory that I took several of these detectors with me when I enlisted in the Navy. Two years after I had been using carborundum George Hanscom, Radio Aide at Mare Island Navy Yard, invented the very same thing, and it became standard in use in the coastal stations.

We were at sea on April 18, 1906, and although I was not officially attached to the wireless room, I copied the message from Mayor John L. Sehon of San Diego to Rear Admiral Goodrich, commanding the Pacific Fleet. It read as follows:

Your wireless message received. First earthquake shock in San Francisco about five fifteen a.m., report very great destruction in San Francisco and bay cities. Hundred buildings business section razed. Streets blockaded, water mains generally over city broken and fire department rendered helpless.

Report second and third shocks, third being most severe. Fire followed immediately over city generally. Attempted to check fires by blowing up building with dynamite. Palace Hotel reported down entirely and three or four hundred dead in ruins. Hobart Building has fallen on

Post Office, Examiner Building badly wrecked, Call Building a complete wreck. Reported that military authorities have been requested to assume charge city.

Requests made for transports to take dead bodies to sea for burial. All direct communications to San Francisco down, message being sent by steamer across bay to Oakland. Impossible to estimate loss of life. Frightful force of earthquake felt along Market Street.

SEHON  
Mayor

This message must have been in reply to a request for information, from Admiral Goodrich, and the New Point Loma Wireless Station was able to get through to the Chicago, while others were not. With the wires down, the Southern Pacific Railroad sent their train-orders to Yerba Buena Island, thence by wireless to the Farallones, again by wireless to Point Arguello (the station to which I was assigned in 1907) and Point Arguello passed them on to the S.P. operator at Surf, where they were placed on the wires. This was the first time in wireless history that train-orders were sent to sea to control the trains.

At that time the Pacific Fleet consisted of the small cruisers Chicago, Marblehead and Boston, the gunboat Yorktown, the little torpedo-boat-destroyers Paul Jones and Perry and the collier Saturn. Only two of them, the Chicago and Boston, had wireless equipment. In those

days there were no three-letter and four-letter calls with official standing. Point Loma had the call TM and the Chicago was CO. They gave her that call because it was also the call of the Western Union Telegraph office at Chicago.

At Point Arguello, there being no power from land lines, we had our own generator and used a Mare Island modified 1-kw transmitter, with an open-end transformer. The oscillator was one of the direct-coupled type, with the spark-gap in the center, and the condenser consisted of 24 sheets of 24" by 24" glass carrying 16" by 16" tinfoil sheets,

centrally located, with tinfoil tabs for connections. The receiving set was a "Stone" tuner. This tuner consisted of a coil of spaced wire which travelled from one full coil of wire wrapped around a wooden roller; the free end passed to an adjacent roller where it was wound, turn by turn as needed for tuning, by means of a crank. Hanscom's carborundum detector was used except when we tried out silicon, iron pyrites and galena, which sometimes worked better than the carborundum. The antenna was suspended from the 175-foot wooden mast by glazed porcelain insulators. Our distance in transmitting was generally less than a thousand miles at night, and two hundred miles in the daytime. Static was a bad feature at this station.

My next duty was aboard the Arctusa. This steamer, built about 1884, had been a British tramp freighter, and during the Spanish-American War the Navy bought her, converted her cargo-holds into tanks and used her to carry fresh water to the ships of the fleet. She had no evaporators and could make no fresh water, even for her own use. Another steamer bought at the same time, the Iris, had twenty-one evaporators and could make plenty of fresh water from sea water, but she was very slow.

The wireless equipment of the Arctusa was transferred to the Iris by the writer in 1908. The transmitter was a Slaby-Arco

(Telefunken) set which had a mercury interrupter; a stream of mercury from a tank containing ten pounds of it was pumped through a nozzle against a segmented plate, to provide a pulsating current. This went into a 12-inch spark-coil which omitted high-voltage to the condenser, and through the spark-gap and primary of the oscillation transformer. It was a very poor outfit, and only a few occasions could I manage to get over six hundred miles.

We used a Shoemaker receiver, a close-coupled affair with a platinum wire and a cup of dilute sulphuric acid for a detector. This wire, only 1-10,000 of an inch in diameter, was silver-coated for handling purposes; it was called Wollaston wire. In use, it was necessary for the acid to burn the silver off, before we could get signals. The wire barely dipped into the cup of acid; the rolling of the ship would lift the wire out of the acid, and the breaking of contact would burn the end off of the wire and we would have to prepare the end again, for service. I learned that a bit of cotton would carry the acid, and by draping the end of the wire over the damp cotton I could operate when the ship rolled, even violently.

The Iris had been the British steamer Dryden, later the Menemsha, built at Newcastle in 1884 and was 304 feet long, with a two-cylinder engine. I paid off from the Iris as Chief Electrician (now call Chief Electrician's Mate) on Washington's Birthday, 1910.

After leaving the Navy I was manager of the United Wireless station, PQ, at Monterey. One day I got an urgent call from CH (San Francisco) with a message for the steamer Hanalei. They couldn't reach her, so I tried her call, HN, and finally I got a feeble little call. The operator, in a shaky fist, stated that he was Herbert Nuttall of Monterey and was answering his call, HN, for the first time. I asked him to come in to the station, and that afternoon he came in, on his bicycle. He was about nine years old, and apparently had assigned

Continued on page 24

23

## ED STEVENS-374 SGP

himself the call HN because those were his initials. I told him that the call HN belonged to the Hanalei and to change his to NTL, which was quite suitable for a boy named Nuttal. That was before the Navy had taken over all three-letter and four-letter calls beginning with N.

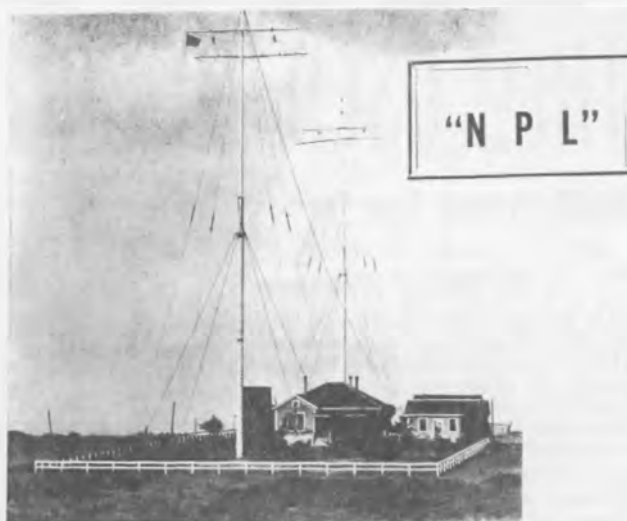
A boy in San Francisco, whose initials were CH, adopted that as his call, even though it was the call of the station operated by the San Francisco Chronicle. I was on the 4 to 12 shift one day when the steamer Queen sent out an SOS; she was afire in the fore hold, and requested stand-by assistance from nearby ships. Then that darned kid butted in, calling someone in San Jose. I could not break him by radio, but called him on the telephone, told him that the Queen was on fire, and asked him to stay off the air. He told me he would stay off for five minutes, but then would come back again. When the Queen was safe, I called R.Y. Cadmus, the Wireless Telegraph Supervisor at the U.S. Custom House, and told him all about it. He closed his office, went to the kid's home, personally dismantled the wireless set and took it to the Custom House for safe keeping. The next day the kid and his mother called at the U.S. Marshal's office, where they got the sweetest bawling-out that could be given in polite language. Much to my delight, he didn't get his wireless set back for a year.

One day, though, a San Diego amateur was a real help. Robert Capps, son of the City Engineer of San Diego, heard me calling Point Loma, TM. TM did not answer, so Capps called me on the Iris, en route from Magdalena Bay to Mare Island. I told him to tell TM I was calling him, and then I heard Capps call TM, and heard TM tell him that they could not hear my signals. I was using the Telefunken coil and mercury rectifier, and it was a lousy, fuzzy signal that came from my set. So I called TM and Capps both on the same signal and told them that our condenser was broken down and we were about fifty miles from San Diego, traveling about four miles an hour under jury rig. Could they send a tug boat?

TM said that they were sending the tug Iroquois to our help, but that she had no wireless and we should send up a search-to-cloud signal. The Iris had no searchlight, so we cruised around under a jib and staysail, and then

the fog shut in and we couldn't find the Iroquois. We cruised to Santa Rosa Island and then sailed south to San Pedro, where our engines were repaired. Poor old Iris! With her compound engine running full speed, we could make only five knots with a good tail wind.

Our commanding officer, Lt. Comdr. B. B. Bierer, listened to my report, and sent Robert Capps a fine letter of thanks for his good work in helping Navy Wireless.



Historical Collection, Union Title Insurance Company,  
San Diego, California.

### 65th ANNIVERSARY

#### Naval Communication Station San Diego

#### "NPL"...SAN DIEGO (CONTINUED FROM PAGE 21)

Prior to 1947, the components of what is now identified as the Naval Communication Station San Diego were under the Administrative, Military and operational control of the District Communication Officer/Radio Material Officer. Officers assigned this billet from 1921 to 1947 were:

1921-24	LCDR J.M. ASHLEY	1937-40	CDR J.A. TERHUNE
1924-27	LCDR H.B. BERRY	1940-42	CDR J.L. ALLEN
1927-28	LCDR A.C. THOMAS	1942-43	CAPT W.F. GRIMES
1928-31	CDR E.B. WOODWORTH	1943-44	CDR F.L. ELEY
1931-33	LCDR L.B. GRAY	1944-45	CDR R.C. LAWVER
1933-35	LCDR T.B. INGLIS	1945-47	CAPT J.W. MURPHY
1935-37	CDR C.D. EDGAR		

In 1947 the Naval Communication Station, Eleventh Naval District, was established as a separate activity under a commanding officer. Subsequently, in 1953 this command was redesignated as the Naval Communication Station San Diego. During this period, to current date (1971) officers in command were:

1947-49	CAPT C.C. RAY
1949-51	CAPT. L.E. RUFF
1951-54	CAPT T.R. KURTZ, Jr
1954-57	CAPT W. H. FARMER
1957-58	CAPT T.R.KURTZ, Jr.
1958-60	CAPT T.S. WEBB
1960-61	CAPT MANN HAMM
1961-62	CAPT A.R. JOSEPHSON
1962-65	CAPT R.D. HAWLEY
1965-67	CAPT R.W. ZIMDARS
1967-69	CAPT C.T. BABCOCK
1969-69	CDW W.G.CHARTIER
1969-DATE	CAPT.C.F.WAHL

# SALVAGE

BY

ERNEST F. WILMSHURST

126P

The S.S. HOLLYWOOD (KDCS) made her first trip through the Straits of Magellan in July of 1926 and in a full blizzard... us "Norte" Americans glanced at the calendar in disbelief. Now this was our second voyage around South America and the month was December. Still there were small icebergs to be seen to the South. We had made the Western approach to the Straits at dawn and the skipper called for an extra knot or two ... so we were logging a fantastic eleven knots and the Chief Engineer was chewing his nails over the extra barrels of bunkers but the Old man was determined to get off Punta Arenas before dark. We had been through the Straits before and the "aids to navigation" seemed to move each trip. We hove-to off Punta Arenas through the night and at daylight made the run out to the South Atlantic.

We made Cabo de la Virgenes and leered as we rounded her "promontories" for this was the Cape of the Virgins and Indian Legend had it that a Welsh Colony had settled here in the early days and the Welchmen would pursue the Indian maidens. The legend insists that the damsels would leap from the Cape to be dashed on the rocks below ... better death to dishonor. I think some of the maidens must have "Welshed" on the jump for along the Patagonian Coast there are many indians who have a rather Richard Burtonish look about them.

The SS Hollywood plugged along at 9 knots and finally made Montevideo and from there to Buenos Aires, where we discharged most of our cargo. Berthed across from Frigorifico la Blanco ... slaughter house, to you, we loaded cases of corned beef, tanning compound, dried bones, green hides and bales of cow tails. During gentle breezes from the West, I'd go ashore to eat!

So a month later singled up the lines, took off the rat guards and shoved off for Santos, Brazil where we tapped of our cargo with about thirty thousand bags of coffee beans. We are into February now and moving into the tropics... its getting warm!

About 7PM on watch with the phones draped around ones neck. My parrot is walking the back of my swivel chair and stopping occasionally to chew at the headset cord. The static crashes and the parrot mutters a few choice curses, taught to him by the Third Engineer... Mr. August Love... so help me that is his name. I often wonder what he does in the winter?

I think it is around 8PM when I lefted the fones and took a listen. SOS DE WJO...S O S DE W J O ...It seemed to be a good idea to listen a little closer. WJO sent his SOS for awhile and then started giving his position ... Lat. 10°Deg 22 Min. Nth... Long. 58° Deg. 56W Lat. ... copied this through plenty of static and none too sure. He was driftin' and disabled. Gave him a couple of shouts but got no answer so lit out for the bridge with my gun.

The "Old Man" was on the bridge and I tried to be casual when I handed him the message. He grunted and headed for the chart room... I tagged along. V-e-l-l-l, he laid out her position carefully and then complained that she wasn't directly on our course. He gave me a message along with our noon position and word that we would probably reach her



in about twenty-four hours

Back in the shack to thumb our call-book. It was the SS COMMERCIAL GUIDE (WJO). I called WJO. No Answer! No would you believe it, I called that ship ALL NIGHT and not a peed. The Skipper would drop by the radio room at intervals and ask for some word. Each time his sidelong look seemed a bit longer. I called... I listened... my eardrums were in shreds from the static. Even my parrot looked at me kinda funny. Did I? Or didn't I... hear an SOS I looked in the mirror ... shifty looking guy!

I think it was along about seven AM when I was wearily tuning my "selective radio-marine receiver" ... down around 450 meters... a sound like the tearing of rotten canvas... WJO !... It HAD TO BE... A limey? ... No!... A ham on upper sideband? Well its 1926! Sure enough it was WJO... Benny Lopez introduces himself ... He had exhausted his emergency batteries and rigged a Ford (They have better ideas) Spark Coil and had been calling me for what he felt was ages. I welcomed him with pear-shaped dashes and received an up-dated position report. V-e-l-l-l... throughout the day much traffic. Our position Lat. 7°48N, Long 55°-32W.

WJO TO KDCS... WE HAVE NO STEAM GOVERN YOURSELF ACCORDINGLY STOP WILL SHOOT FLARE UP AT 8.45PM AND EVERY 15 MINUTES THEREAFTER.

WJO TO KDCS...MY ANCHORS ARE THREE AND A HALF TONS EACH ON ACCOUNT OF NO STEAM ON ANCHOR WINDLASS DIFFICULT TO CONNECT TO PORT ANCHOR HAVE CONNECTED MY INCH AND HALF WIRE TO STARBOARD ANCHOR AND WILL CONNECT YOUR WIRE TO MINE STOP WILL BE ADVISABLE TO LET OUT VERY MUCH CHAIN AS I WILL UNABLE TO HEAVE IT IN STOP HAVE TO USE HAND STEERING.

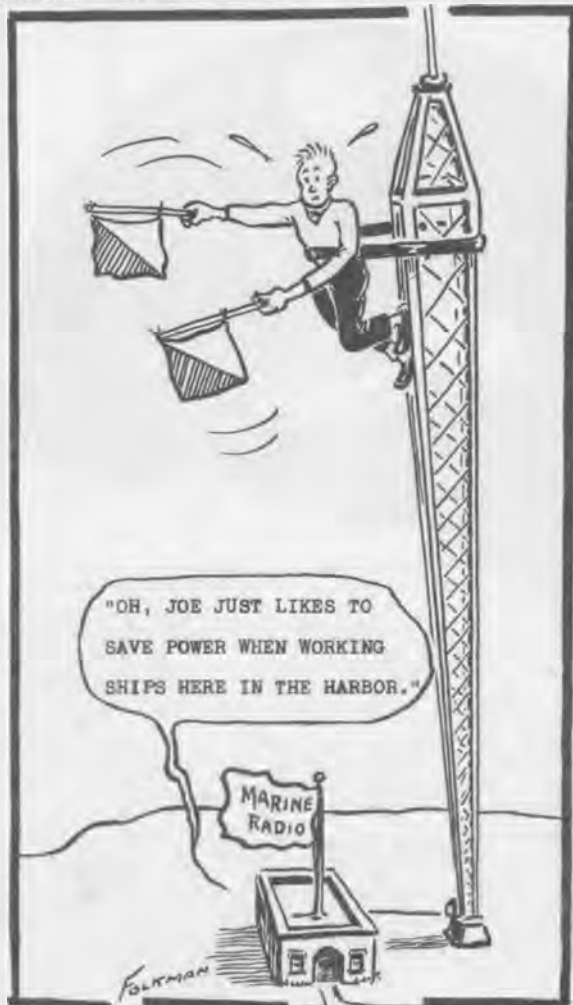
KDCS TO WJO... SHOW FLARE 8PM STOP WILL SEND YOU SHACKLE AND CABLE FOR YOU TO CONNECT TO YOUR CABLE STOP PAY OUT ENOUGH CHAIN SO THAT ANCHOR WILL BE CLEAR OF SHIPS BOTTOM.

...and so it went. We even bargained over salvage settlement... She had a full cargo of linseed from Rosario and the crew had the word and were already toting up salvage pay. I listened in on the closing quote on linseed.

It was late that night that we finally sighted her flares and moved fairly close. It was decided to wait for daylight. The sea was running pretty heavy. Our main deck was lined with long loops of heavy towing hawser. At intervals steel drums were lashed to the cable to take up some of the weight.

Swanson, the Mate, had rigged our lyle gun cannon on the poop deck. With about two pounds of black powder rammed in the barrel and a heavy shiny projectile slip into the barrel...a red protruded with an eye to which was attached a small hemp messenger line all coiled on a spool and set neatly under the cannon barrel.





We started the tow ... Slow Bell ! We had her moving...She towed real cranky. During the night she would sheer off to port or starboard and seemed to be trying to tow us. They were hand-steering and it was rough. Well, finally we made Port O' Spain, Trinidad and she dropped her port anchor.

Benny Lopez (Society Member # 246P) and the SS COMMERCIAL GUIDE (WJO) spent three months in Port o Spain waiting for repairs and parts. We proceeded to the Canal and transit. bound for Pedro ... We caught fire off Lower California. Yes the fire was in the midship hatch. Yes, that's where the Corn Beef, Green Hides, Dried Bones and Bales of Cow Tails were stowed and it burned and burned and it stunk!!! And not a can of "Right-Guard" on the ship ... but that's another story ... Best 73 Ernie W6KHA (126PO)

## The 'Call of the Sea'

(OR)  
"REFLECTIONS OF A BRASS-POUNDER" de Ye Ancient  
----- MARRINER -----

I love the great open expanses of the sea,  
the smell of salt air,  
the touch of the rain,  
the smile of the sun,  
the cry of the sea-gulls  
and the soft slap of the  
waves as they splash against the hull of my ship.

I love the kaleidoscope of rainbow colors only a sunset  
at sea can bring  
The awesome "Northern Lights" as we lug along  
the Northern Great Circle,  
The deep set stars shining bright-  
ly in tropical nights,  
The flying fish as they  
wing from wave to wave.

I love the elements in furry and calm,  
The spum and ferocity of the North Atlantic in Winter  
The terror of typhoons in the China Sea,  
The threat of hurricanes in the Indies,  
The calm oppressiveness of the  
horse-latitudes,  
Saint Elmo's fire playing  
in the rigging.  
The white wake of our  
ship as we ply through  
phosphorescence waters.

I love the ever-changing mood of the sea,  
The excitement of arriving and departing new ports,  
Experiencing the thrill of listening to strange  
tongues and customs.  
Watching strange ships that pass in mid-  
ocean,  
...and the playful dolphins that pace  
our "rust-bucket"

There are so many things in life we can enjoy if we only  
train ourselves to reap the harvest of contentment.  
Each passing hour brings its full measure of a wonder-  
ful passing scene or experience - hard to duplicate  
any where in the world -- if we can but tune in  
and recognize the potentials for enjoyment  
and pleasure. The Key to serenity  
and happiness lies within each of  
us. It is worth looking for.

W.A.B.

## SALVAGE

WILMSHURST - Continued from P-25

We again circled the "Guide"... we came up on her weather bow, both ships rolling heavily ... our stern swung in ... Boom ! The old Lyle Gun turned a somersault... the projectile flew into the wild blue yonder ... the messenger line parted...the Skipper cursed. The Skipper was on the boat deck outside the radio shack ... "W-e-l-l Alright Swanson we try again. Only one projectile left so make this one count..." The Old Man leaned over the rain and Swanson hurried to his task. He re-lashed the Lyle Gun, loaded her up with an extra charge of powder...slid in the projectile and after thinking things over for awhile he said ..."Cap'n, when you come around the next time ... I'll hold her down..." He straddled the cannon ... "Swanson!" the Old Man yelled... "Get the hell of that gun Swanson... you want the Crown Jewels of Sweden to go up in smoke ?" Swanson reluctantly dismounted.

We again circled the "GUIDE"... BOOM!... The cannon did a somersault and a half-gainer. Good thing Swanson wasn't riding that Lyle Gun or he'd have been singing tenor in the choir. We lost our last projectile and the Skipper muttered something about putting Swanson aboard on a Jacob's Ladder.

"Swanson, I'll take her around again... get a couple of heav- in' lines... I'll go in close" Boy, he sure did! I thought for a second that we were going to crash. Swanson wound up.. heaved high into the wind. A dozen hands lined the GUIDE rail, grabbed the line ... we paid out ... we were in business !

The long tedious payout of the hawser began. It seemed to go off the fantail directly down to Davy Jones Locker. The Guides deck was lined with thirty or more men. They huffed and puffed and finally our shackle came in sight. They pulled and inched it in... but about three feet above the water was the limit. We were stymied until they lowered a couple of AB' on Bos'n Chairs and managed to get our shackle onto their wire and anchor chain. (up right).



HELLO, KPH ? JUST BUILT  
A NEW RECEIVER----TRYING  
TO SPOT YOU--- HOW ABOUT  
A FEW HUNDRED 'V's' ?



## Roamin' Holiday

By - Ralph C. Folkman - 586P

Like a giant mammal, and with an ear-splitting blast from her whistle, the "PRIDE OF THE GREAT LAKES" slowly parted company with the dock. Her churning sidewheels seemed eager to begin that return trip after the big holiday weekend. A noisy crowd of passengers lined the decks, determined to miss none of the sights as the big vessel was urged into midstream by two snorting tugs.

Jammed to capacity, the SS SEEANDREE faced the problem of accomodating a record passenger list -- tired travelers who had boarded the ship at Cleveland a few days before and were now homeward bound after visiting Buffalo and Niagara Falls.

With a startling long-and-short whoop as the vessel cleared the lighthouse, her noisy whistle spoke in mariner's language to the pair of tugs. In no uncertain terms it signalled... "Cast Off." The ship was now on her own as the tugs circled gracefully back into the river.

Entering the wireless shack, "Sparks", threw his uniform cap onto the desk and, clamping headphones on, adjusted the



tuning dials of his cumbersome Marconi receiver. Toronto was chewing with a lumber hooker somewhere on Lake Ontario. The operator waited until they were clear, then snapped in his generator switch. Not unlike a wavering siren, the "genny" groaned under the intermittent load as he keyed... "NNZ NNZ de WFS WFS." Then followed the "TR" informing the Buffalo naval station of the ship's departure. Done with this routine matter, the generator slowly died down to a stop -- awaiting its' next bidding to contact shore or other ships.

Reposing in her gold frame atop the big receiver, Ruth was always smiling at "Sparks" as he performed his duties as ship wireless officer. "It won't be long now, kiddo," he

mused, smiling back at the picture of the young lady who would shortly be his bride. This job aboard ship was providing the necessary bank account that would permit the ... "I do" to become a reality.

As previously mentioned, the ship carried a full-capacity crowd. Dozens of passengers had heard the purser's mournful "Sorry, no more staterooms left."

As the long night wore on, tired celebrators lounged where they could find space -- atop piles of life preservers, across beds they had improvised with deck chairs, and many sprawled grotesquely on the deck of the main salon. Around midnight, stepping carefully over and around these sleeping passengers, "Sparks" made his way through the cabin. After some Java and crackers in the galley he retraced his steps through the human obstacle course.

It was then that he saw... THEM. Dozing uncomfortably on deck chairs with a suitcase between them was the young couple. The wireless officer unconsciously paused in front of them. The pretty blonde awoke and, a bit startled, smiled up at him. Almost stammering, he suddenly found himself thinking out loud.

"It's a shame you have to sit up like this", he began. The gentleman was now awake also and "Sparks" found himself addressing both of them. "Too bad we're so crowded," he went on as his eye caught sight of a sticker on the suitcase... "HONEYMOON HAVEN" blazed in red letters on a colorful background of Niagara Falls -- world-famous attraction for newly weds.

You see, he continued, "I have to stand my watch at night and won't have any use for my own stateroom. You folks are more than welcome to have it." He visualized Ruth and himself returning from the falls in the future -- it certainly must not be like this couple's problem.

"I would be very happy if you would accept my quarters", he proudly exclaimed, and literally bundled the surprised pair off to his domain -- suitcase and all.

The wireless shack and operator's living quarters were adjoining rooms on the upper deck. Again at the desk after getting his guests settled, he resumed his watch. A Limey freighter was battling away with Havana and WNU was working a banana boat in the Gulf. Things on the air were quite normal. Almost knowingly, Ruth smiled down from her gold frame and the operator winked back at her.

Just before docking at Cleveland the wireless shack door opened and the gentleman guest entered. "You'll never know how much your kindness is appreciated. I want you to accept this." He was offering some bills -- but was emphatically refused.

"No Sir, I'm glad I was able to help you out", the operator replied. "I know how I would feel on MY honeymoon."

"Yes", returned the guest, "Someday I too might go on a honeymoon. You know, I was so weary from that Eastern business trip that I fell asleep when my head hit the pillow. Guess I didn't even ask the young lady her name."

Note: The foregoing is a true story that happened during the Labor-Day weekend 1923. Located the scribbled notes on same in my files recently. RCF. "Fo" (21)



# A Lonely Quest



BY: C.R. PLANT 563P

**I** have vivid recollections of my last voyage to sea. It was significant for several reasons but mainly because we spent a month away from the normal shipping lanes, searching the islands of the South Indian Ocean for possible survivors from a missing ship.

For five years I had sailed the seas as a marine radio operator and the ships had varied from small cargo boats to medium sized passenger ships, all were owned by the Blue Funnel Line, Alfred Holt Ltd., Liverpool, England. My trips had covered all five Continents and I had spent two years on the North Pacific running between the Orient and Puget Sound with Hong Kong as my home port. At the time of the search I was in charge of the radio department of the ship.

It was in 1929 that the SS DEUCALION (GPZY), 8000 tons, left Liverpool for Australia via the Cape and apart from rough weather in the Bay of Biscay, we had an uneventful voyage until two days before our arrival at Capetown, South Africa. During the morning watch a sloop of the South African Squadron called the ship to enquire the type and power of the radio transmitter. The information was duly passed and nothing further was heard until we were entering Capetown harbour when a local transmitter asked for our time of berthing. As soon as we were alongside the dock British Naval personnel came aboard and I was informed that a short wave transmitter and receiver were to be installed in readiness for a trip into the far South.

We were to examine many islands in an endeavor to locate survivors of a missing Danish Training ship the KOBENHAVEN.... (OYTC) a five masted barque. This ship had left a South American port to travel by a great circle route to Melbourne Australia - apart from being seen two days out, she had not been heard of since and was now several months overdue. The KOBENHAVEN was a cadet training ship and carried sixty boys and ten naval officers; she normally ran as a sailing ship but had an oil engine to assist manoeuvring in and out of port.

Her radio equipment was a half kilowatt spark transmitter which gave her a range of 150 miles during daylight and she should have passed a message to South Africa when passing some 200 miles south of Capetown, but nothing was heard. We eventually headed south for Prince Edward & Charlotte Islands and soon the weather became stormy with snow squalls, making our approach to the shores difficult. The seas of the South Indian Ocean had not been charted for over thirty years and this added to our difficulties. Both islands are uninhabited but millions of birds were to be seen - they did not appear to be frightened of humans and only flew at the last moment when approached, this experience was to be repeated when we arrived at Kerguelen but many miles had to be covered and many islands searched before arriving at "Penguin Island".

At each island we fired signal rockets and circled around as close inshore as possible but no sign of any human life was seen. Our next area of search consisted of the many islands forming the Crozet Group but to reach these we had to head South and soon found small icebergs appearing - these slowed our passage considerably, particularly at night, but despite difficulties every island was examined, no trace of any survivors being found. There was one moment of hope when we saw what appeared to be a plume of smoke rising from a headland on one of the larger islands - unfortunately this turned out to be a geyser which hurled a continuous column of water into the air.

During the whole of the inshore searches the lead was continually used to check the depth of water - a shoal was discovered and mapped and on future charts will be shown as ..... Deucalion Shoal or Reef. Our voyage northeastward to Fremantle, Western Australia, took us near to Kerguelen Island, the most southerly inhabited island of the South Indian Ocean and we decided to call - no radio station was established here so it was not possible to announce our arrival.

It was evening as we sailed down Couvreur Bay and dropped anchor about a mile from shore, a rocket was fired and at once lights appeared on shore. Early next morning a small boat came alongside carrying the entire population, three men and one woman all French nationals. They were very excited and kissed us without regard to age or sex; they had not had any contact with the outside world for many months and supplies were running low.

We were able to supply them with food and medical comforts and in return they gave us a live pig which provided us with fresh meat for several days. Their huts were very primitive and due to the extreme cold, little vegetation was to be seen. They had taken out from France, cows, sheep and pigs but only the pigs had survived. Their calendar was three days behind and the clocks an hour slow. The woman was married to the senior member of the party and was shortly to have her first child; the ships doctor tried without success to persuade her to travel with us to Australia, medical supplies were handed to them and instructions passed to the husband - we never heard what happened but hoped that all went well.

Penguins abounded and it was with great amusement we walked through rows of these queer birds which clumsily waddled or hopped out of our way. Before leaving we were handed letters to mail in Australia for relatives and friends in Europe. Enquiries regarding the missing boys once again proved fruitless and we reluctantly concluded they had not reached safety and had all been lost at sea -- the voyage to Australia was then continued and the official search for the ill fated Kobenhavn came to an end.



"Yes, I did tell you I was the fastest CW op in the Pacific...but we're in the Atlantic now."

# Dec. 7, 1941 OR '30' de 'KDMQ'

AS TOLD BY SOWP MEMBER ROY E. "SPARKS" MADDEN 306-V

TALES  
OF THE WIRELESS PIONEERS

## EDITOR'S NOTE

Roy Madden, Author of the following article was badly crippled due to Oriental Beri-beri as result of being held prisoner by the Japanese through the war years. He finds it difficult to get around much but does find great pleasure in supplying stereo and monaural tapes to the blind, as well as presenting lantern slides and movies. Roy enjoys receiving letters and will try to reply as quickly as his health permits. He met fellow member, Eugene De Turk (327-V) while in P.O.W. Camp. Gene, now deceased (3-25-70) has furnished the SOWP his story of the abandonment of the SS VINCENT (KJJC) and capture by the Japanese in 1941. We plan to bring this in the coming issue of P.O.C.

Just prior to WWS, Mr. Jordan, ARA Agent in Wilmington, Calif., asked me... or I should say "begged me" to take the job as 2nd radio officer of the SS President Harrison. He told me he had plenty of men to take freighter jobs but none to take passenger work. I agreed and signed on for the trip. I will leave out details of our trip until we reached Manila. In all my travels to Manila, I have never seen such a concentration of vessels in Manila Harbor as I saw when we arrived there. They were all over the place. Strange as it may seem, all of them were old, defunct ships ready for the boneyard.

We were chartered by the U.S. Navy to take marines out of China. We made a trip to Shanghai and back to Manila carrying marines who had been stationed at Shanghai, then we were chartered to go to Chingmungtao to pick up the Embassy Guard. We started out OK but were surprised that evening by the White Russian radio newscaster at Shanghai who announced that he had some information for the crew of the SS PRESIDENT HARRISON. He told us that at 10 PM, a Japanese destroyer would come alongside our ship at midnight and that we would be taken "PRISONERS OF WAR". We were warned not to create any disturbance which might anger the Japanese soldiers. We would be placed in a camp and would be treated to the best of the ability of the Japanese.

Now, this made us feel as if the White Russians were full of "prune-juice" as we were able to look forward and aft and could see four submarines whose job it was to "protect us". That tale was a big joke, laughed at by all the personnel. However, when midnight came, I have never seen any Texas jackrabbits run like those four subs ran ... and we were POW'S ! No one, and I mean NO ONE, can tell me that one JAPANESE DESTROYER can handle four subs, and yet, those four subs ran and left us there.

At 1 AM, Dec. 7th, 1941, the SS PRES. HARRISON, sent a radio gram to "KFS" announcing that WAR HAD BEEN STARTED and that we were already POW'S. Now let us take a look at the time, midnight, or 1 AM, in Shanghai was a long time before 6AM arrived in PEARL HARBOR.

In order for 6AM to arrive at Pearl Harbor, the sun had to leave Shanghai, go across Asia, Europe, the Atlantic, U.S.A. and finally to Hawaii. Don't forget that Washington had warning about 24 hours before the Pearl Harbor fiasco because the SS PRES. HARRISON sent warning about 24-hours before the Pearl Harbor event. Can it be possible that someone didn't want to take that message ?

Our trip to Chingmungtao was a waste of time. We learned later. Dec. 8th, a Japanese officer went to the embassy guard at Tientsin and told them to put their goods in some freight cars nearby and they would go to Chingmungtao to board the SS PRES. HARRISON. The Embassy Guard put all their goods, machine guns, rifles, sidearms and even their ammunition in the freight cars. Next morning, the same Japanese officer told the marines to surrender and pointed out

that the Marine's own machine guns were pointing at their barracks as the Japanese had taken all guns out of the freight cars.

The SS PRES. HARRISON never arrived at Chingmungtao, as previously stated. She was intercepted just off Shanghai. We were placed in a camp which had been used as a stable for the racehorses in Shanghai. Our meals consisted of approximately two cups of cooked rice, three times a day, No salt or anything with the rice ... however, about once a week we each received a cooked small squid... which tasted delicious after being on a straight rice diet. We were paid about 10 sen a day which was valued at 1/100 of a cent U.S. Instead of being given cash money, we were given a small bottle of SOYA SAUCE about every three months. We were generously treated, we even were allowed self-government as the Army officers were placed in charge of the camp. Army doctors were placed over the camp hospital. One of the most dedicated doctors was a civilian, Dr. Islo, who did more for the prisoners than any one else. He would go to the Japanese officer to protest about living conditions. The Japanese officer would throw him out. Dr. Islo would get up and go back. That time Dr. Islo would get a blackened eye. All this did not stop him. Finally the officer would accede to Dr. Islo and he would get what he had been trying for. In the two years I knew him, I never saw Dr. Islo when he did not have at least one blackened eye.

At one time, the Army Officer went to the interpreter, Ichihara San, asking if some books were available so the prisoners would be able to do some reading. Ichihara thought a few moments and then said he would see what might be done. A few days later he asked for volunteers to unload books from a couple of dump trucks. Volunteers came running... work started and then slowed down. All the books were bibles. The Army Officer went to Ichihara to ask "Why?" Ichihara smiled and said that the prisoners had a lot of time and now was a good time for them to learn about their own religion.

In all my experiences in camp, I never saw any prisoner mistreated. Oh! Yes! A lot of them got their faces slapped but it was for some breaking of a rule. After two years in Shanghai camps, we were placed aboard a ship and went to OSAKA where we arrived in time to get some of the bombing of that city by U.S. planes. There were many strange things happening during that bombing. Oh! the bombing was real alright but only in certain sections. For instance... (\*) ... Steel had a large shipyard in Osaka. The bombardiers never so much as spit over the side while the planes went over that shipyard. Alongside were other shipyards which were levelled but the...(\*)....Shipyard went right on working on the construction of Destroyers for Japan. Generally, about 5PM, an observation U.S. plane used to pass over Osaka to see what damage had been done during the daytime. Please take my word for it that there was no shelling of this plane. Not even a slishshot. One day, as this plane passed overhead, we saw a wing fall off, then the other wing, then the tailpiece and we watched the pilot trying to get out while he rode the plane into the ground. Again, I say that not one shot had been fired at this plane. It fell apart in the sky for no reason except poor workmanship. He was a good man. He used to wave at us as he passed overhead. His plane stayed not more than about 200 feet above the ground and he was plainly visible. (continued on Page 30)



"NOW, UNLESS I READ THE SOUNDER BACKWARDS, BOLINAS SAID... ALL XMTRS HAVE BEEN SHUT DOWN, SO RELAX."

# PRES. HARRISON

During our stay in Osaka, we worked in the shipyard moving dirt. We would take it from one spot and dump it in another spot. Later on we would pick it up and move it to still another spot.

After a year in Osaka, we were placed aboard a train and went to Naoetsu (pronounced "no wits") where we were, again put to work moving piles of dirt from one place to another but, this time, in a stainless steel plant. Part of the time, we worked in the Union Carbide carbon plant. We were in this camp the last year of the war. It was quite common when we went to visit the Benjo, to talk to various Japanese workers. About six months before the end of the war, these workers informed us that Japan had asked the U.S. to be allowed unconditional surrender and that President Truman had turned them down. They were very scared and said that something terrible was going to happen. No one knew where or when. They just knew that something terrible was going to happen. Remember that this was six months before the atom bombs were dropped.

One day, the Japanese officer in charge of the camp called the POW's together in the compound and told them that surrender had been accepted by the U.S. and that the war was finally over. We were still in camp a month later. One day a group of U.S. Planes flew over our camp. Most of the men ran out into the yard waving their arms. One of the pilots saw the commotion and turned back to investigate. A couple of the POW'S ran into the Benjo where they were some cans of lime. In large letters were written "U.S. POW". The plane dropped a note asking if we needed something. Again were written "FOOD, CLOTHING". A note was dropped that they would return tomorrow. The next day they returned and dropped fifty gallon drums of chocolate, sugar, canned soups, underwear, pants, coats, shirts, shoes. All clothing was too small to be worn. A few days later a train arrived at the camp which took us to Yokohama where I was placed aboard the SS MARI GOLD for hospitalization. I was suffering from

Oriental Beri Beri in my legs and had had pneumonia five times during the last two years of the war. After ten days on the SS MARI GOLD, I was flown in a B52 to Saipan where I was hospitalized ten days. Then another B52 to Pearl Harbor for three days. Finally another plane to San Francisco where I was hospitalized for a month. I went home in Oakland where I had a relapse and spent three months in bed. Finally, I signed on the SS EDWARD G. O'BRIEN and made a trip to France.

While I was in camp, a number of the marines told me how they had been captured. Some of these were from Wake Island. I was told that they were forced to surrender due to the fact that their largest were two, four-inch guns. Take Note: There were no sights on the guns. They would look down the barrel and guess as to where to aim the gun, throw in a shell and pull the trigger. Then they would watch to see where the shell would hit. They sank three Japanese destroyers during the three day fighting using this method.

Maybe you are wondering about the battle at Manila at the fort on the Island of Corregidor. Same things there as were at Wake. They had some fine guns all fully equipped but no ammunition for them. They had guns partially equipped, some minus sights (which did have ammunition). Considering these idiosyncrasies, it is no wonder that Corregidor surrendered. It is a mystery to me just how callous the officials in Washington could be after such misuse of public funds and confidence.

Incidentally, after taking the SS PRESIDENT HARRISON. She was loaded with 35,000 Japanese troops. Each man was given a chalked three square foot space in the hold of the ship and after that the holds were battened down. The ship left Shanghai for Manila. On the way down she met a U.S. Submarine which fired a torpedo at her. It connected and she sank carrying the entire complement of Japanese soldiers with her. They were unable to escape as the holds had been battened down. This was "FINIS" S.S. PRESIDENT HARRISON - EDMQ.

(\*) Shipyards formerly owned or operated by American firms.

73 de Roy E. Madden -- (306V)  
535 Alfred Road  
South Tom's River, N.J. 08753



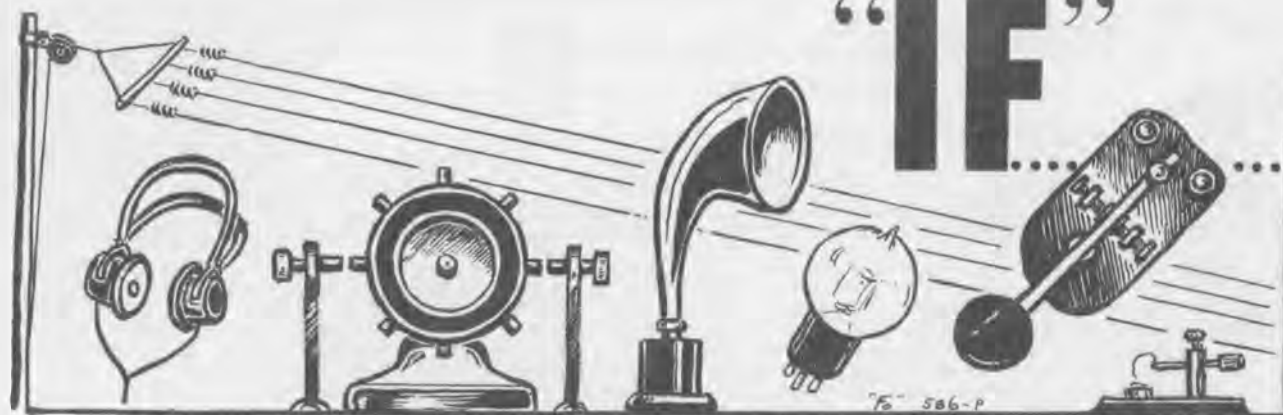
THE WIRELESS PIONEER



FOLKMAN

SEEMS TO BE A NOTICEABLE INCREASE IN RADIO OFFICER APPLICANTS





Society of WIRELESS PIONEERS

TALES OF THE WIRELESS PIONEERS

# IF

By - Gilson V. Willets 22-SGP

HE RECALLS -- the music of a non-synchronous rotary gap ... the pungent odor of ozone from a bank of leyden jars ... the eternal winding up of a magnetic detector ... the 500 cycle note of the buzzer on a Marconi "IP" receiver ... switching from the regular transmitter to a 10" coil ... the frequent polishing of silver plated switches on a white marble panel of Wireless Specialty on a Unifruitco "banana boat" ... the terrible knock out jolt from a compressed air condenser that was not entirely discharged before touching it.

Selling OCEAN WIRELESS NEWS with its mimeographed press insert... Gathering up discarded Ocean Wireless News magazine and re-selling for the extra dimes ... The low frequency wavering note of old VCE... the dimmed ship's lights when starting up a 2KV generator ...

The frustration of being called "The Necessary Evil" by cranky old salts who had no use for wireless ... scraping and cleaning electrodes of a straight gap ... The gravel-voiced growl of "FFF" blanketing the Bay of Biscay ... the far-reaching sparks of old WST and WSE ... X, The single letter of Port Limon ... United Wireless, Tropical Radio and United Fruit "franks" ... the pleading voice of CCC, Chapara Sugar Mill, Cuba, seeking some business ... the speed, efficiency and perfect key work of some of the early Mexican shore station operators ... The KPH spark on 600, world's most friendly shore station ... the "dead-spot" in the Carribean where two ships within sight of each other could not communicate via wireless ... The successful Broadway play "VIA WIRELESS" (Actors did not even know the code). (Continued upper right col.)

Gernsback's inspiring Electrical Experimenter, also RALPH 124C41 ... The de Forest patent controversies... the day that the Marconi Company of America faded from the scene and RCA came into being, ending an era.

The Independent Wireless well bound manual for operators ... URTA, the first union ... Ray Myers transmission from the ArcticSubmarine NAUTILUS ... chaos on 600 when approaching New York harbor ... Cranking bridge phone for final long dash of NAA's time signal ... A "TR" every noon or 8PM... the old "KX" night boats... an operator's privilege - a PDH to home!

Summer jobs in the Alaska cannery stations ... making up abstracts a day before reaching home port ... the prestige of an operator who landed a swank yacht job ... Elmo Pick-erill's dress suit which went wherever he went ... wondering what happened to the alcohol for that art set ... roping a 2KV generator's burned out armature during a storm at sea ... checking cargo at 25¢ per hour to make a few extra dollars ... copying A B M V broadcasts just before WW-I... The passing of "COB" ... the almost disbelief when picking up that first "S O S" ... fighting bedbugs ... free hotel rooms for operators who sent in passenger reservations...

Repairing a flat top antenna during storm at sea ... passing of the last flat top antenna ... fogbound and sending endless M O sigs for a bearing ... being called on the carpet for writing in the log "One o'clock and all is well, Wireless room as hot as hell" ... An occasional pier head jump and subsequent troubles.

Captain Maxin who held a first class radio ticket and who would relieve the operator and send him down to dance with passengers. He was Commodore of the SP Lines ! ... the sigh of relief when the skipper signed the license as you left the old rusthucket ... "Satisfactory" --- Then he is SURELY A PIONEER !!!

## The Sea

Once you have experienced the call of the sea and the tang and ways of salt water, you can never leave it and the Sea never leaves you.

Its capricious mood, its boundless restlessness and its mysterious ways cast a mesmeric hold on our soul that captivate us forever.

Even far away, we hear the breakers on the far shore and the shrill cry of the gulls and our memory wanders back aboard some old "hooker" where we stand for hours on end watching the bow split the spray and with a lone albatross keeping its silent vigilance, as it silently glides abeam.

We feel the irresistable urge to return. The call is strong and insistent. One always answers instinctively. One returns -- if only in spirit. Perhaps that is why many have found PORTS O' CALL so fascinating.

Bill Brennan

## The Wireless Pioneer

We did not invent the horseless carriage or the flying machines For at that time we were only in our teens.

With the advent of the wireless We made it our career As wireless operators, and a life at sea There was naught for us to fear.

We sailed the seven seas, on ships galore With thrills, new places, and faces, we had never seen before.

Many changes have improved this great invention History claims it has saved many lives thus deserving of world wide attention.

So for all mankind to know and hear We are the WIRELESS PIONEERS of yesteryear.

By - Lee O. Fassett



BY HENRY W. DICKOW



DECEASED

ALPINE HOTEL

S. F.

# SPOTLIGHT ON The 'Dog House'

TALES OF THE WIRELESS PIONEERS -- Henry Dickow



any of the very old-timers on the roster of our Society, particularly those of the 1912-1916 era, vividly recall the little third-rate flop-house in San Francisco affectionately dubbed "The Dog House". But I'll wager my prized piece of galena against your cherished de Forest Audion or Moorhead Tube that few, if any of you, remember the origin of the lowly title bestowed upon our favorite home-port abode.

The Dog House was leased and operated by a one-time land-line telegrapher named L.B. O'Brien, and a friend of his named Hamilton. Do you remember either of them? One or the other was at the desk, where we registered while on the beach, or between sailings. The advertised room rates were 50 cents to \$1.00 per day, or \$2.50 to \$5.00 per week. The Dog House was located at 480 Pine Street, just a few blocks from the Marconi headquarters in the Merchant's Exchange Building, where many steamship operating companies brokers and insurance carriers had their offices.

When O'Brien and Hamilton first set-up shop, they hired an artist to design an appropriate letterhead for the hostelry which they named the Alpine Hotel. The finished product was a realistic sketch of the Swiss Alps, with a large St. Bernard dog in the foreground. And the prominence of the famed dog on the hotel's stationery was the reason why it was dubbed "The Dog House". Its name and fame were worldwide. On the seas, and in the ports, from the far corners of the world, one brass pounder would tell another that, upon reaching San Francisco, they would meet at the Dog House.

During the first strike of the wireless operators on the Pacific Coast, a time when not a few of the Marconi men were unable to afford the luxury of a 50-cent room at the Dog House, it was commonplace for O'Brien to carry the un-

employed on the cuff. They were the true "guests" of the hotel, for many of them were never seen again by the management. But O'Brien did not complain. On one occasion he permitted six men to occupy a single bedroom. Some slept on the bed, some on chairs, and others on the floor. The striking operators subsisted on sandwiches purchased from a Greek restaurant across the street. The going price was ten cents each.

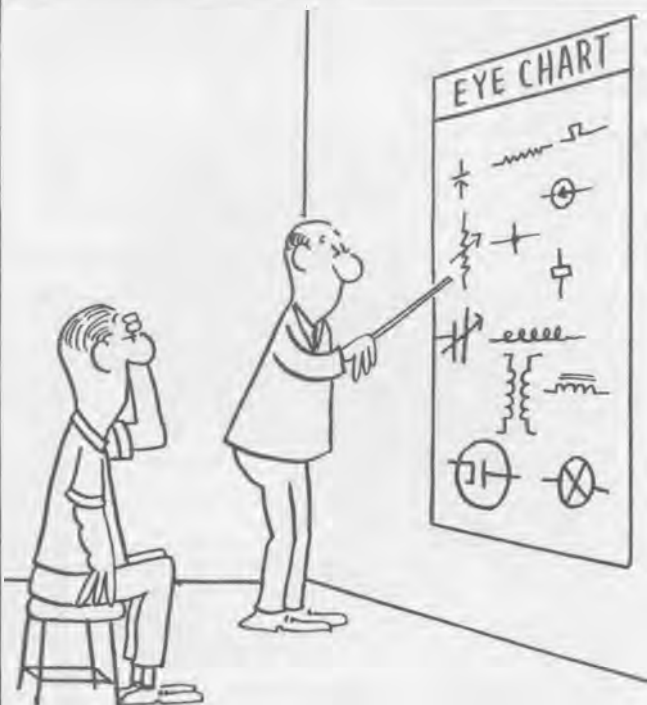
Occasionally, a trans-Pacific liner would arrive in port, her wireless operators beating a path to the Dog House with his worldly possessions - a valise containing an extra shirt and pair of socks ... and a bottle or two of the best whiskey purchased in the Orient for a pittance. Only those who lived at the Dog House during those early years can know the exhilaration exhibited by the arrival of a fellow brass-pounder with a fat pay-check in his wallet, and a bottle or two to help elevate the spirits of a downcast group of unemployed operators.

How many of you remember the Dog House? And the light-well into which we dumped the "dead soldiers" after an honorable "tour of duty"? It wasn't much of a hotel, by today's standards, but to the old wireless pioneers it was a home, a hangout, a free lunch parlor, and a place to bum a drink from the more fortunate telegrapher. It was the place where you could meet the men who helped write the pages of wireless history - Bob Carlisle, Les Grogan, Red Roy, Loren Lovejoy, Dave Kennedy, Russ Carroll, John Sabo, Bob Hatch, George Hubbard and his brother Irc, D. Mann Taylor, Carl Soderstrom, Way Stirling, to name but a few.

If you were there, add your name to the list.

\*\*\*\*\*

Editor's Note: In the years following WW-1 an important addition was made. One HARRY HILNER was added to relieve O'Brien and Hamilton as "regular" clerk. "Harry" was a real friend to countless hundreds of guests who stopped at the Alpine. It was the Dog House where Dick Johnstone, Blake, Fred Mangleford, Benny Wolf, Kuhn or others called when they had to have an "RJ" in a hurry due to some sp not reporting to his ship at sailing time. This was the starting point for many a "pier-head" jump. Recall the shipping paper - "GUIDE" posted daily for all to read? The Guide is still being published and is the oldest Marine Shipping News in the U.S., although now with a different format. The former site of the Dog House is now taken over by the gigantic BANK OF AMERICA BUILDING... one of the largest buildings in Western America. FINIS & 30 DOG HOUSE ... but ... memories of the famous spot will remain with many brass-pounders for years to come. W.A.B.



"YOU'RE ON POT MAN"



ALPINE HOUSE

This is a reproduction of envelopes furnished by the ALPINE HOUSE in the early days.

Furnished through courtesy of Member, Joe S. Chamberlin - 687SGP. (He was on the "List" mentioned by Dickow.

Postage in those days was one cent !!!

AIR MAIL ??? It was yet to come.

ALPINE HOUSE

480 Pine Street  
SAN FRANCISCO, CAL.

# TALES OF THE WIRELESS PIONEERS \*

By

Henry W. Dickow (D) No. 3-SGP. & Honorary Member No. 1

THE

## Brass-Pounders



The brass-pounder is a telegrapher . . . cable, telegraph or wireless. His telegraph key is made of brass, all but the lever, which is hardened steel. It has two non-corrosive contacts to make and break a circuit, one contact on the base, the other on the lever.

The early wireless telegraph key was a crude and massive device. It resembled a pump handle in appearance. Some called it a pump, others dubbed it the grasshopper.

Old wireless keys were difficult to manipulate. They were required to make and break a heavy current, and the dots and dashes of the code were of necessity sent slowly. The unsteady, rasping sound of the wireless spark was such that the code characters would have been unrecognizable if sent at too great a speed. Thus the first wireless messages were transmitted at a rate of only five or ten words per minute.

THE WIRELESS PIONEER



"Sparks... I told you to stop saying 'ain't'."

Soon the effort to manipulate the heavy key became a tiresome task, often causing the arm of the operator to become lame. This condition gave rise to the expression glass arm, a characteristic style of sending developed by those who fell victim to the heavy key.

And pounding the brass, for this it truly was, brought the expression brass pounder into being. It was first used by Marconi Wireless Operator C. J. Weaver, of the S. S. Philadelphia, right after the turn of the century.

### HOW WIRELESS TELEGRAPHERS WERE MADE

The first wireless telegraphers were not required to have a knowledge of the telegraph code. Incoming signals were printed on paper tape, similar to the well-known ticker-tape, by a machine called an "inker". The receiving operator then converted the incoming characters into letters of the alphabet, with the aid of a code book.

Then came the converts from the telegraph and cable companies, eager to enter a new field of communication with unlimited possibilities. Messenger-boys also turned to wireless. The once-familiar American District Telegraph boys (A.D.T.) and called "All Day Trotters" were among the newcomers to wireless. In the offices of the old Marconi Company in New York City, one such youngster named David Sarnoff rose from the lowest level to the highest, and is now highest executive of the company.

The first men of the telegraph and wireless were born to the telegraph key. Not a few of them were remarkable telegraphers, with a sending style so rhythmic, so steady, so completely devoid of error, that the product of their nimble fingers was like music to the ear. Strangely enough, some of the best telegraphers were musicians; they doubled in brass.

One could distinguish a good telegrapher by his "first" - or his characteristic style of sending. Ted McElroy, world's champion telegrapher, once told me that there are but two kinds of telegraphers: Those that can send, and those that can't.

Some of the great wireless telegraphers of the first three decades of wireless were known throughout the world; the signals from the global high-power stations where they were employed were heard simultaneously in Japan, Europe, and Africa. You could tell who was at the key by the style of his sending. No two operators sent alike. In Japan at the Oriental terminus of the RCA high-power, long-wave, trans-Pacific circuit, the Japanese operators at JJC refused to accept traffic from any but "Marconi" men. So when the U.S. Navy took over the mammoth station at Kahuku, on Oahu, and the telegraph key then manned by some of the Navy personnel, the receiving operator on Japan bluntly declared himself - he would take traffic only from his Marconi friends.

Among the world-famed crack telegraphers of the early '20s were Robert I. Hatch, Joseph Lynch, Robert Carlisle, William Anderson, Tony Gerhart, Richard Johnstone, Jim Shea, Jack Darien, Benny Suter, Joe Chaplin, and a fellow named Henderson. These were the international greats - the men who sent by hand, who used their fingers to manipulate the old-fashioned telegraph key, and not the automatic sending instrument commonly known as the Vibroplex. (Overleaf Please)



"BIGGEST D... BOTTLE I EVER SAW"

**"BRASS-POUNDER" Dickow**

There remains one name to be added: Ted McElroy, who was able to send and receive at a speed of 76 words-per-minute - sending with his Vibroplex, and recording what he had received on his typewriter. His sending style was so perfect that, when reduced to normal speeds of between 25 to 40 WPM, was indistinguishable from the manual. A flawless, two-fisted, hard-drinking, high-living telegrapher, he was the best of his trade. Ted was a Bostonian, who once worked the Chatham station, WSO for RCA.

The requirements for a commercial radio-telegrapher's license included the applicant's ability to send and receive at a speed of 25 WPM; Ted McElroy was more than three times as fast.

With the growth of wireless telegraphy came the telegraph schools. A new code had to be mastered. It was called International Morse, but today it is Continental, as the operating fraternity know it. The transition from the original Morse, or land-line telegraph code, to the newer Continental was not difficult to master. And the technical end of wireless was so simple to understand, because of the few pieces of apparatus needed, that any person without formal education beyond grade-school level could without difficulty become an accomplished wireless man.

The principal obstacle that stood between a candidate for a wireless "ticket" and commercial employment was the rate of pay then in effect. Early Marconi wireless operators sometimes received as little as \$25 per month when first employed, while \$40 was almost the top of the scale. Yet this new field of communication offered an attractive and comfortable berth for the handicapped. In the San Francisco Division of the old Marconi Company, there were at one time as many as six wireless telegraphers with but one arm or hand. Another, Harvey Long, was so cross-eyed and near-sighted that it was necessary for him to hold the wireless message blank directly before his eyes in order to read its contents. Many had but one leg or foot. There were hunchbacks, men with one eye, and almost every other deformity imaginable.

It was a haven for the men whom nature dealt harshly with, and because their physical afflictions were not in any sense reflected in their proficiency as telegraphers, some of them were included among the very best of the group. Jack Marriot who brought the stately new passenger liner Congress from New York through the Panama Canal in 1915, was one of the best telegraphers I had ever met. I had the good fortune to replace him on this beautiful new greyhound.

**The "Tanker" Men**

One group of pioneer wireless telegraphers who earned special attention was the exclusive family of "tanker men." Most of them had developed what was called "the oil-tank swing," - a rather slow, lazy, methodical, don't-give-a-damn style of manipulating the telegraph key. And a lot of them sounded so much alike it was sometimes difficult to recognize them by their fists. They were known as sloppy senders, and they were the bane of their faster brothers.

They took to the tankers because of the pay - usually \$5 per month above scale. And in the days of 1910-1920, this extra remuneration was substantial.

Standard Oil was first to pay the higher wage, and the Standard tankers remained forever after, the choicest berths for a wireless man. There was practically nothing to do aboard. Perhaps one message a night - the ship's position at 8:00PM wireless to her owners. A change of orders, an additional port of call, a request for stores and supplies, were a few of the other Marconigrams that occasionally filled the air.

But tanker duty was hazardous duty. And this was the reason for the bonus pay. In times of peace, the tanker is normally as safe as a freighter, but when war clouds gather and the torpedoes come unseen during the night to strike the tanker's holds with their lethal cargoes, the danger is great. No greater scene of horror and destruction, of chaos and struggle, can ever be witnessed than a flaming tanker doomed at sea. Great numbers of wireless men aboard these vulnerable targets sacrificed their lives in both World Wars.

Aside from those who worked the wireless for pay, there are some notables who were also telegraphers. Thomas Edison, the Wizard of Menlo Park, almost totally deaf, was able to converse with his crony, Harvey Firestone by tapping him on the knee with a finger, thereby forming the dots and dashes - short and long taps of the telegraph code. Barry Goldwater recent Presidential Candidate (Society Member #8008), is an active wireless man, and is heard frequently on the air. Many famed movie stars, scientists, musicians, and members of the medical profession engaged in wireless as a hobby.

And aside from the professionals, there are more than one-hundred thousand "hams" now on the air. Many are telegraphers, while others prefer the "mike".

Amateur radio is the foundation upon which most of the great careers in wireless engineering and electronics were built. Today, a great majority of the great names in the industry still engage in amateur wireless operating, their first love and their last. Millionaires and the poor are brothers on the air. For the blind, amateur radio has been literally a "life-saver." And for the man in his wheel-chair, or one who must spend the remainder of his life in a metal brace, their great morale-builder and sustainer has been the wireless.



BUT, MAN...THERE'S A BIG DIFFERENCE BETWEEN PLAYIN' A SOLID BEAT AND "FOUNDIN' BRASS"

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	LOS ANGELES	

## The 'Sine'

Each telegrapher has his own "handle" or "sine", - his own identification, usually his initials or a contraction of some form. When one telegrapher inquires about another, he does not do so by name. "What's his sine?" he will ask. He sines, RJ, CX, WX, or whatever it may be, and he carries this sine through life just as he does his name. The "sine" came into use in the first days of telegraphy, when it was a necessary adjunct to every cable message or wire telegram transmitted and received. The sine, in the form of its two initials, appeared on every message blank to identify the person who handled it. And it was as foolproof as a finger-print, because no two telegraphers adopted a similar sine.

## Static

Many of the old telegraphers and wireless men were bundles of nerves (literally) for they were often required to work under severe adverse conditions. The wireless man in particular was confronted with a nuisance that no others were asked to confront or endure. This nerve-shattering nuisance was **Static** - the dread of the pioneers. With the advent of short-wave wireless, the problem has been greatly alleviated in some parts of the world. But in the early days, and right up to a few decades ago, there was nothing that would drive an operator to distraction quicker and more surely than static.

So heavy would these atmospheric disturbances become at times, that all communication would be halted, sometimes for many days. Static, either from local or far-away lightning storms, is a crackling sound, often developing into a roar, continuous or intermittent and so overpowering that a wireless signal cannot be heard except during the momentary intervals when quiet reigns.

On the long wave-lengths, as used by the Marconi global system of WW-1 days, the 500-kilowatt spark circuit between Kahuku, Oahu, and Pumbashi, Japan, was decommissioned for almost a week during the Christmas holidays of 1917, when one of the most severe demonstrations of atmospheric bombardments was experienced.

I was on duty at Kahuku, KIE on this occasion, trying to "clear the hook" of hundreds of holiday greetings awaiting me from JJC at the Japanese terminus of the circuit. Static was so heavy that only three messages were received during the 24 hour period. Each message contained the same body, or text - "Merry Christmas, Happy New Year" - which, in wireless parlance, was reduced to a mere **MXHNY**. We had arranged earlier with the Japanese operators at JJC to use a single, uniform text for every holiday greeting, so that we would be required to fill-in only the name and address of the intended recipient and the signature of the sender.

It was impossible to receive any one word of any message at any one time, so heavy was the static. Again, we had earlier devised a means of meeting such an emergency. The Japanese operator would send one letter at a time, repeating it over and over again, until the operator at Kahuku reached for his key, made one long dash, to acknowledge the satisfactory reception of the single letter. It was murder!

The Operators in the telegraph room, who took the messages from the wireless room and put them on the land-line to Honolulu, were wireless operators too. Each took turns at the receiver - a half-hour at a time, often less. Soon they would perspire in the tropical heat; there was no air-conditioning in those days - only a revolving fan to stir-up the torrid air, "a merry-go-round for flies," the operators called it. Down the arms of the operator ran the beads of sweat, down his fingers, and onto the keys of the typewriter, where they splattered the message form and added to the mess and confusion.

It required the services of a crew of operators, engineers in the power-house, and a staff of maintenance men to pull those



The S.S. "SIERRA" of the Oceanic Fleet is Federal equipped

## Direct Communication

from San Francisco to Sydney -  
**DAILY!**

with a

**FEDERAL C-W RADIO SET**

On a recent trip the operator on board the S.S. "SIERRA" of the Oceanic fleet communicated *direct* with the owners—*consistently*—during the entire voyage from San Francisco to Sydney and return.

Often the fog of this and other vessels equipped with Federal C-W Radio sets show direct communication *daily* during the entire trip—and from distances as great as eight thousand miles!

Federal marine sets stand alone in performance. They are compact, occupy a minimum of space and the cost of maintenance is low. The service that follows their installation is worth investigating!

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three Christmas greetings out of the air in 1918. But then, when the static storm abated, and the air again clear as a bell, in came the messages, more than a hundred on a 4-hour shift - and eventually the people of Hawaii learned that someone in far-away Japan had sought to remember and greet them with five short words - **MXHNY**.

When a shift in operating personnel was made, the "sine" of the relieving operator (RJ) would be made known, so that his brother operator at the other end of the circuit would know with whom he was about to telegraph.

The operator's sine gave rise to a series of stories and jests - one of them a bit on the sacrilegious side, but nevertheless mild in comparison with what is written for publication today. (See Next Page - Sine)

TALES OF THE WIRELESS  
PIONEERS -- Henry Dickson

(Concluded from Page 35)

# SINE

The story told is about an old telegrapher, who recognized another only by his sine. Once confronted by a preacher who attempted to teach the old telegrapher the Bible and works of God, the man of the cloth was first asked to explain who was God ?

"Why, my good fellow," said the parson, "Don't you know who God is ?"

"I don't recognize him," answered the telegrapher - "What is his sine ?"

## THE LIMIT OF HUMAN ENDURANCE ●●●●●●●●●●

How long can a wireless operator remain at his post without sleep - in one continuous stretch ? The operator on the rescue ship CARPATHIA, which took aboard the survivors of the TITANIC, stayed awake through four days and nights, and I once believed this a record.

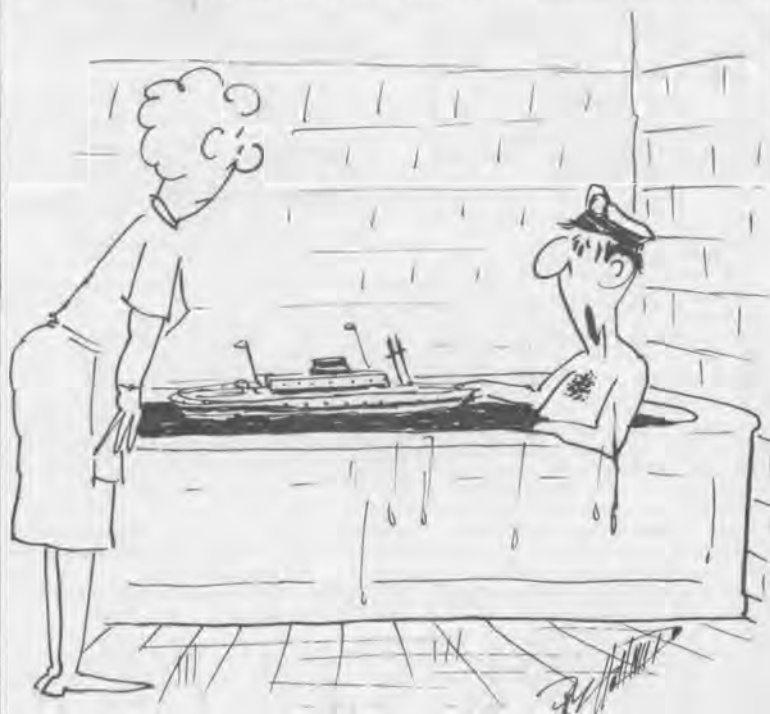
But the British Admiralty, in a letter from the Chief of Naval Operations, Whitehall, London, sent this data to me:

"There is one outstanding act of devotion to duty which springs to mind. I refer to the "Yangtze Incident." You will perhaps recall that on 20 April 1949, H.M.S. AMETHYST came under heavy fire from the Communist batteries on the north bank of the Yangtze.

Telegraphist, Jack French, a member of the ship's company of the AMETHYST, remained on wireless watch without a break for six days and nights keeping the ship in continuous touch with the Commander-in-Chief throughout. For his part in the episode he was awarded the D.S.M. The official citation reads:

### DISTINGUISHED SERVICE MEDAL

TELEGRAPHIST JACK LEONARD FRENCH, D/JX 671532 FOR OUTSTANDING DEVOTION TO DUTY . . . (and repeated what was related above.) To complete the record French was still serving in the Royal Navy in 1964 with rating of Radio Supervisor.



"It's no use, Agnes. I still miss my ole' mates."

# "United We Stand"

BY...HENRY W. DICKOW 3 SGP (1 H)

The following article was written only a couple months before Henry Dickow's death April 17 1971. It was included in M/S form... "Dickow's Personal History".

A deep-rooted characteristic of the Knights of the Telegraph and Wireless Keys has been their whole-hearted desire to band together into a common cause through regional, national, or even international Societies. There is something about these telegraphers that separates them from all other segments of society, something that makes them regard their heritage second only to their devotion to their country. The manner in which these old-timers greet one another after prolonged periods of separation is like something rarely seen among professionals of any other breed. This bond between men in all stations of life, from the rich to the poor, can only be evidenced by attending one of the several annual reunions staged by a few independently-operating groups of pioneers.

Shortly after radio broadcasting became popular, a number of individual organizations of old-timers came into being. In the main, however, their ranks included a cross-section of the men who made the other tremble with their activities; among them were amateur station operators who doubled in brass in commercial stations, technicians, installers, station managers, and many others who never quite reached the goal of monarch of all that a telegraph key surveyed. In other words, they were simply a mixed group, engaged in some form of wireless or radio, but not exclusively in one essential branch. Most of these early organizations are still functioning as this is written, and in admirable manner. Each has something to offer, distinct from the other. Sporadic efforts have been made for decades to form a world-wide group of the oldest living professional wireless men whose sole function was the handling of traffic on shipboard or ashore.

It required almost 60 years of sustained effort to bring such a plan to fruition. And of the near (few) thousand United Wireless, Marconi and others still living today - men whose careers date back to the year 1906, or even earlier, the name of only one man stands head and shoulders above all others as having the foresight, the inborn determination, the executive ability, the fortitude and unflinching will to succeed. His name is William A. ("Bill") Breniman of Santa Rosa, Calif., a marine wireless pioneer, an early ranking executive with the Federal Aviation Administration, a publisher of several informative technical books, and, during the '20s, a columnist for the old magazine RADIO for which he wrote a monthly page or more of timely information covering many phases of the commercial wireless operator's duties, performances, and achievements.

Bill Breniman met with Commander Richard Johnstone USN-RET and these two pioneers put their heads together and founded the Society of Wireless Pioneers. Peeler's were sent out to sense the pulse of the old timers in nearby localities, with the result that the poll revealed, without exception, that - to the last man - such a Society was a must. The first three to become Charter Members were Bill Breniman #1 (It was his idea to start with); Richard Johnstone (#2) Ledgeary code-man of the Pacific, and Henry Dickow (#3).

The uncanny and superhuman effort made by Breniman and Johnstone, with the unselfish and extreme exertion of Frank Geisel, retired manager of KPH, resulted in bringing about the first and only Society nationally, of more than 800 wireless pioneers. In recent months the membership has taken a sudden splurge which brought into the fold a large number of pioneers residing in foreign lands. Now the Society of Wireless Pioneers is destined to achieve the aims of its founders Breniman, Johnstone and Geisel - the first and only successful world-wide organization of its kind. Great tribute is theirs.



S. S. Leviathan

OPERATORS OF THE SS LEVIATHAN

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EUGENE M. BAKER

1923 - STAFF (L/R)

ELMO NEALE PICKERILL, CHIEF (D-1968); ANTHONY C. TAMBURINO (#460SGP) 1st. Ass't.  
RAYMOND J. GREEN (395-SGP) 2nd Ass't., HENRY F. BOLLENDOUK - 3rd Ass't., E. E.  
ENGELDER, 4th Ass't., C.R. UNDERHILL 5th Ass't.

1927 - STAFF

E.N. PICKERILL, CHIEF: GEO. E. SINCLAIR, A/C., STANLEY W. YOUNG, WALTER G.  
NELSON, CHARLES E. MAASS, THEODORE T. CLEMENTS.

1931 - STAFF

STANLEY YOUNG, CHIEF: AL JACKSON A/C; VON THUN, "Pop" LOCHER, JOHN F. SMITH JR.

Others who have served on WSN/WSBN include Kenneth Upton-512P, L.M. Purington,  
Don Shaw, Jack Irwin, Wm Kelley, Yuhl, Koch, Mackey, Ray Henry, P.W. Karr, J.T.  
Currie, E.F. Whidden, R.W. Jones, Omar T. Young, Geo. W. Renish, Ralph Luks and  
many others. If your name is missing - send it in w/date. We'll try and repub-  
lish the roster of SS Leviathan Ops in some later issue.



A drama that will long be remembered by mariners the world over occurred on the North Atlantic in January 1926 when the SS PRESIDENT ROOSEVELT (NDWS), Captained by the now legendary skipper George Fried, rescued most of the crew of the SS ANTINOE, foundering in the mountainous sea of the Western Ocean.

Society member, Kenneth E. Upton (512-P) was Chief on the SS PRESIDENT ROOSEVELT at the time, assisted by operators Ransom and Nelson Smith. Through the use of the Kolster D/F aboard (radio bearings by Ken Upton over 15 minutes) and some of the most intelligent work of the wireless ever demonstrated plus the superlative seamanship of Capt. Fried and his officers and crew, the men aboard the tramp steamer Antinoe were rescued (dramatically) after six hallowing days and nights... while the world "listened in". It was mostly through the courage and unflinching devotion to duty of the wireless man on the SS ANTINOE (GRJY) that the rescue was made possible. The name of her radio officer was Arthur K. Evans, of whom Capt. Fried remarked after the rescue... "That wireless operator (Evans) was the dearest boy aboard the Antinoe. If it had not been for him, the Antinoe would never have been saved." End of epic.

There are many many more. Member Bearslag, in the "MEMORIAL SECTION" of his book records many men of the wireless who, through the vagaries of fate and the sea, were called to the supreme test in moments of great stress, peril and emotion. It is a proud heritage that we find in the performance of those who have gone before - indeed the action of brave men, even in more recent history of wind, wave and the wireless.

We would like to make our files of those eligible for inclusion in the "SOS/CQD CLUB" as complete as possible - hence, if you are eligible and have not already done so, please write an account of circumstances of any true emergency in which you were involved - that we may use for both listing and naratine in future issues of PORTS O' CALL.

**WHO IS ELIGIBLE?** Any member or non-member who ever sent a CQD or SOS (including "TTTT") or call for assistance where conditions were such that it was not necessary to send the emergency call because stations or ships were alerted. We should also give "HONORABLE MENTION" to those who participated in rescues or who were instrumental in causing the emergency to receive prompt action. The devotion to duty of hundreds of such men, sometimes removed hundreds or even thousands of miles, deserves recognition, even though they may not qualify for direct membership. This applies also to wireless men aboard ships on which "radio silence" was imposed during war time. Many men lost their lives when their ships were torpedoed. These men should also be recorded in the annals of time and on Society Records.

**T**here have been many heroes from the ranks of the wireless men who have sent the fateful call... "CQD" or "SOS" for help, and it is the purpose of the "SOS/CQD" CLUB to record for posterity the names of men eligible for inclusion for membership in this exclusive club of men and women who have been called upon to send the electrifying call telling the world of pending disaster or of ominous and impending doom of men and ships.

Members and non-members are eligible for membership and listing. The Society through coming issues of "PORTS O' CALL" hopes to record all those who should have their names enshrined in this memorable and honorary list. We hope that you have furnished information, if eligible, for inclusion in our records.

There are several books and numerous publications of the past which have recorded the historical events of yesteryear, including perhaps, one of the best known written by one of the Society's Director Karl Bearslag (175-P) titled... "SOS TO THE RESCUE". It was published in 1935 by the Oxford University Press. Karl tells the story of Jack Binns who sent "CQD" when his ship the SS REPUBLIC was rammed by the Steamer "Florida" back in 1909 - the first time "Wireless" averted a major catastrophe. Then in 1912, the historic story of Jack Phillips sending CQD and SOS from station "MNY" aboard the Titanic. Little known was the earlier malfunctioning of the Marconi equipment and the struggle by Phillips and second operator Harold Bride to fix the equipment. The tragedy shook the world, but it is frightening to think of what might have happened if they had not succeeded in correcting the trouble.

Another Saga of the Sea, was the sinking of the EMPRESS OF IRELAND (MPL) which collided with the SS Storstad in the St. Lawrence River on May 28 1914 near "Father-Point" and Canadian Station VCF which member "Cyp" Ferland covering in such interesting manner on Pages 38/40. Operators Ronald Ferguson (Chief) and E. Bamford were on "MPL" when the tragic event occurred. Crawford Leslie, then 19 years of age was on duty at VCF when the first call was received and promptly called W.J. Whiteside, Senior at VCF. He did all he could but knew the dying note of the "Empress" spelled doom and indeed it was. In less than 15 minutes - 1024 lives were lost in the cold water of the St. Lawrence which registered only 3° above freezing. The wireless that night did save some 465 lives.



"WHAT ARE YOU DOING IN MY WIRELESS ROOM?"

WIRELESS PIONEER



*DEDICATED* — to the men who "went down to the sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio operators since the days of Marconi.

### A GENTLEMAN UNAFRAID—NAME UNKNOWN

THE WIRELESS OPERATOR OF THE *GRONTOFT*, a little Norwegian freighter that sank without trace on March 2, left the record of his heroism in "a series of Homeric pleasantries which may still be dimpling the ether of interstellar space with their ripples." He was doomed, and he knew it, but he met death with a smile on his lips. His last wireless call to the ship that was foundering through the raging storm, helpless to reach the sinking *Grontoft* in time to be of service, was the Norwegian toast, "Skoal!" This indication that he was of the old Viking breed followed a series of jests that have an American tang. None of the journalists who paid him a last tribute knows where he hailed from, no one knows even his name, and yet he will be remembered. To quote from an appreciative account in the *New York Tribune*:

Until 10 A. M. March 2, he was an undistinguished member of that adventurous company of youths who perch on heaving hurricane decks the world around with receivers clamped to their heads, while their jests and gossip ride the ether waves. His body, with those of the nineteen others aboard the *Grontoft*, has an unmarked grave about 700 miles off Cape Race, but while the wireless bears tidings of tragedy and heroism across the seas, his fame will be remembered by the craft and the manner of his death.

One of the fiercest gales of a ferocious winter was lashing the Atlantic, burying mighty liners beneath mountains of water. The *Esthonia* was laboring westward toward Cape Race, still 700 miles away. At 10 A. M. Edward Hanson, braced at his table in the wireless operator's quarters, caught an S. O. S.

It was from the *Grontoft*, bound from Norfolk to Esbjerg, now unmanageable and at the mercy of the storm. The call for help was sent in stereotyped form and included, as regulations require, the position of the *Grontoft*, which was forty-eight miles northeast of the *Esthonia*, almost in the wind's eye.

When he reached the end of the form message the *Grontoft's* operator kept right on talking, however, starting a series of Homeric pleasantries which may still be dimpling the ether of interstellar space with their ripples.

"God pity the boys at sea such a night as this," quoth the dauntless operator of the foundering freighter. "The old man thinks it might breeze up by night."

He paused, and above the gale the ether pulsed to the swift response of Hanson that the message had been received. Hanson flung the receiver on the table and notified Captain Hans Jorgenson of the S. O. S. The Cunard-Anchor liner *Cameronia* also had picked it up, but the *Cameronia* was 200 miles away and had just been swept from bow to stern by the biggest wave its skipper, Captain Blakie, had seen in thirty-five years at sea. He said, when his ship got in yesterday, that it was forty feet high and about 300 feet from slope to slope.

It was up to the *Esthonia*, and Captain Jorgenson did not hesitate, altho it seemed a sheer impossibility to come about in such a storm. The vessel trembled at the shock of the waves which caught it broadside on, rolled sickeningly in the trough and edged into the teeth of the wind, shivering to the racing of the screw as a huge comb that had seemed about to slip over the rail, heaved at the keel instead.

"Tell him that we are on the way to help him," said Captain Jorgenson to Hanson.

..... with HONOR and RESPECT!

The operator did so. At the rate the *Esthonia* had been traveling, it should reach the vicinity of the *Grontoft* about four P. M., but four miles was all the staggering steamship could make in the first hour on the new course. The engines were driving ahead under forced draft, but the wind and waves exerted tremendous pressure and at intervals the screw was hoisted clear of the water while the vessel trembled and lost headway.

Another S. O. S. was received from the *Grontoft* at eleven o'clock. When he had sent it, the freighter's wireless operator remarked to the universe:

"Well, the steward is making sandwiches for the lifeboats. Looks like we were going on a picnic."

This in the face of a storm in which no small boat could survive five minutes, even if it reached the water right side up!

The *Esthonia* drove on at a better pace now and Hanson sent an encouraging message to the operator of the *Grontoft*. At 11:30 the skipper of that doomed vessel having other things than the wireless to occupy his mind, his operator took up the conversation on his own hook.

"The old wagon has a list like a rundown heel," he confided to Hanson with the utmost cheerfulness. "This is no weather to be out without an umbrella."

"Hold on; we'll be alongside soon," was the rejoinder of Hanson, who was unable to view the situation with the equanimity of his confrère.

Silence settled down in the ether except for occasional mutterings from far-off operators, who gave astounding statistics as to the height and breadth of waves they had observed and wanted Hanson to tell them what his square-headed skipper thought he could do in such a sea if he did find the *Grontoft*.

Hanson was in no mood for such comments, and made no answer. He was waiting for the next message from the bit of land on the upper deck of the *Grontoft*. It came at 12:10 dictated by the captain of the freighter.

"We are sinking stern first," it ran. "The decks are awash. The boats are smashed. Can't hold out any longer."

The man who sent it seemed to feel that it was slightly out of tune. He wished to make it clear that it was the skipper's message, not his.

"The skipper dictated that," said he to Hanson. "He ought to know."

"Where did I put my hat? Sorry we couldn't wait for you. Pressing business elsewhere. Skoal!"

That was the end. The operator, alone in his deckhouse, and his fellows, clinging to the rails or the derrick mast, at the wheel or fleeing from the flooded depths of the engine-room, went to the pressing business—elsewhere. Not so much as a bit of wreckage was visible in the turmoil of waters when the *Esthonia* reached the spot at 4:10 P. M.

*The Literary Digest for March 25, 1922*



# ALASKA STEAMBOATING



"WTBP"



'AS SHE WAS'

BY

DEXTER S. BARTLETT 145P

When the tug Goliah was taken over by the Navy in 1917, I lost a comfortable home so I shipped out on the halibut fishing steamer Starr (WPS) which later was to replace the old Dora on the Aleutian run. Although it was not much of a home, hanging on the fishbanks all winter in all kinds of weather, yet it was a good paying job at that.

The SS Starr along with the Zapora (WPQ) and the coal burning Chicago (WAC), was equipped with twelve dories with two fishermen to the dory. They used long lines with spaced short baited lines attached at three foot intervals. These they played out and marked with buoys. The lines would sink to the bottom, usually one hundred fathoms or six hundred feet, with the herring bait floating a few feet from the bottom, just right for halibut and cod. After a few hours wait, they would haul in the lines and sometimes would catch a full dory of fish. In by gone days the Starr would catch two hundred tons of halibut in short order, the cod being thrown overboard due to poor prices. But, even in 1917, the fish banks were being depleted and we seldom got fifty tons, even with such extensive fish banks all along the Gulf of Alaska.

It is remarkable how those fishermen would navigate their small dories with about two inches freeboard in fairly rough seas. They were always in danger when being taken aboard ship in their dories, or being capsized and of course with heavy oilskins, boots, cold water and probably not knowing how to swim. Also, in winter there was always the danger of finding themselves alone in a dory on the high seas in a bad snow storm and lost. Although the mother ship would exert every effort to find them, there were no aids, so getting lost for keeps was rather easy.

We would generally take our small catch into Seward, but after about three months we would head for Seattle. It is remarkable how a person yearns even for some simple thing like the sound of a cable car clang or an auto honk, after being a "prisoner" in a small boat for many months. You really have to travel places to appreciate home, especially around Christmas time.

On one such a trip most everyone was in such a rush to "hit" Seattle and as ice was getting low with the danger of our fish spoiling, we missed slack tide at Seymour Narrows by an hour or so, but we went in anyway, saying that Steve Brodie took a chance. For you young folks, Steve Brodie jumped off the Brooklyn Bridge and lived to become a celebrity. We soon found out, to our sorrow, that the tide tables were correct as we found ourselves in a raging mill race with ugly "Ripple Rock" ready to tear us apart. Being a small ship, one whirlpool spun us completely around like a cork. Very, very luckily we edged out of that to a small cove. By mid-tide we could look out and see a vertiable Niagara

River. Yea man, the lights of Seattle looked even brighter that trip.

That sinister Ripple Rock has wrecked twenty or more large vessels including the SS/s Burnside, Spokane, Queen, Price George, Prince Rupert, Aleutian and SOC-95, but very luckily with little loss of life. The rock was blown up, April 5, 1958 (PO) making a TV spectacular and leaving 47 foot channel with less ripples. Incidentally there was wild talk around 1873 of bridging Seymour Narrows so Victoria could become a railroad center, but she preferred her quaint isolation.

When the fishermen hit port, after a good catch, painting the town "red" was their forte. One time I had some photo hypo fixing bath and an empty gin bottle was the handiest container. In port, where the ship did not roll, I started develop ing my films and missed my hypo. Light began to dawn on me, when I remembered that hypo is clear like gin. Going down in the fo'c'sle, I found everyone sleeping off their jags, my gin bottle half gone, and one real sick fisherman. Oh! yes! he recovered O.K.

(Continued on Page - 45)



THE WIRELESS PIONEER



With "Old Bart"

(CONTINUED FROM PAGE 44)

One time, upon hearing a commotion on deck, we found that an inebriated fisherman had laid down on deck with his leg in a puddle of water. During the night it froze solid and we had to chop him out with an axe. Yes, he too survived with no ill effects.

Also at sea, they were great poker players - poker being a means of transferring property without an overall gain like an "in-and-outer" in the stockmarket. One time on a showdown five real aces appeared. The low man swung at the dealer, he in turn biffed the owner of the cards, and he in turn poked his neighbor in the jaw on general principles and there there was a battle royal. I am certain that all were honest and only a poker player can understand.

The subject of poker brings up a story of gold rush days by George W. Willey as told in the Alaska Sportman. It seems he was sitting in a game with some slickers who dealt him six cards. When the pot reached \$8,000 they decided to cool it down with sandwiches and drinks. When the showdown came Willey had four aces and reached for the pot. His partners yelled he was disqualified as he had six cards. Willey let them frantically search him, but no sixth card showed up. Years later he confessed to slipping the sixth card in his sandwich.

You would always know that the Starr was a fishboat at the

pilot house linoleum was very badly pitted from snoose chewers missing the sawdust spittoon. It sure must be strong stuff to eat holes in good battleship linoleum. The fishermen would refuse to sail without a good supply and it had to be of one famous brand only. They actually chewed snoose in their sleep and while eating.

I am afraid, as above, most of the fishermen, on account of living such a rugged and dangerous life were not exactly refined drawing room characters. They had, at any rate, attributes not always found in the so called elite society. When you got in trouble, they would stand by you to the man, even at the risk of their lives. But, the poor fellows on the Starr were all dead within twenty years, due mainly to their rough life, plus the booze.

The exception was a chap we called "Frenchie". The fate of an average old time seafaring life is to come to an old age without family to love and care and with relatives all gone. This was the case of Frenchie, who took an old dory, built an elaborate concrete mausoleum in it, then rowed out in Revillagigedo Channel, pulled the dory drain plug, climbed in to his concrete house and thus ended 48 years of a sailor's life.

One starry night on the Starr we saw a curious phenomenon, very seldom seen; The sea became phosphorescent and lit up with an unearthly glitter. The ship's wake left a broad pathway of pale green water behind. Fish could be seen swimming and if a bucket of this water was spilled on deck it ran out a brilliant green. Although occasionally seen in the tropics, it never takes on the brilliance of the northern seas. Under a microscope, this water can be seen teeming with strange miniature life.

My job as radio operator called for only one message a day, or less. I had to act as night watchman and steer when underway. Although conditions were rough and rugged, yet the pay was above average. (Continued on Page 48)



# ROSECRANS HITS BAR



Photo Credit - JOHN E. WATERS.

## Larry Prudhont's Last Voyage

BY - JOHN E. WATERS

**T**he Pacific Mail Steamship Company's liner, the S.S. SIBERIA, Capt. Adrian Zeeder, was approaching San Francisco shortly after Christmas in 1912, returning from Hong Kong via Manila, Shanghai, Japanese ports and Honolulu. J.E.O. Lemioux was Chief Wireless Operator, I was Assistant Operator, and there being but the two operators, we stood watch-and-watch while under way. Lemioux was a man of parts and spoke several languages fluently. He also operated well in them, but American Morse and Japanese Kana were too much for him, such to his disgust. The S.S. SIBERIA's call was WUU.

With the Farallones in sight, WRY (S.S. YALE) called WUU and I, on watch, answered. Lawrence Prudhont, the Assistant Operator on the YALE, was at the key. He had relieved me on the YALE a couple of months previously.

He being a "ham" from Santa Monica and I also one from Santa Ana, we knew each other and he knew I had a girl in Santa Ana. So he had called to ask me to swap billets with him for the next trip of the YALE south, where it would lay over in San Pedro a couple of days, giving me time to run over to near-by Santa Ana.

Established routine had the SIBERIA in port in San Francisco for two weeks which would include New Year's Day. Larry wanted to participate in the famous New Year's Day celebration there. So we agreed to meet in a few hours at the Marconi Company's office where Sup't Malarin "LM" could give permission for the switch.

This he willingly did, since he knew I was fully familiar with the YALE's communications, and since the operator of the SIBERIA was always available for an emergency assignment during the two-week lay-over period.

At the same time I requested assignment to either an Alaskan or an Australian run when the opportunity offered, which request "LM" noted. I was a kid interested in seeing the world and I had seen a bit, just a little but a bit, of the Orient, so desired to see other lands.

So I ran down home on the YALE and saw the girl in Santa Ana (I still have her despite my being a "ham" as long as she has known me.) Then on the YALE I went on to San Diego, back to San Pedro and thence to San Francisco where I reported to "LM".

He kidded me, saying I had missed a great opportunity! The SS ROSECRANS, (WIL) had come into port enroute to

Alaska, where I wanted to go. Rumor had it that her skipper and her "Sparks" did not get along, so another operator had to be found for her. Ordinarily I, as stand-by operator on the SIBERIA, would have been assigned to the ROSECRANS, to my great satisfaction. But instead Larry was available to join the ROSECRANS and was off for Alaska.

I was not at all happy about the situation partly of my own making. A few mornings later I was awakened by a news-boy on the dock calling, "Extra! Extra! Pacific Coast ship lost with all hands, Extra!" Needless to say, I hit the deck from my bunk on the double, got into my clothes and ran down to buy a newspaper, and received the biggest shock of my young life. Yes, it was the SS ROSECRANS. She had foundered on the Columbia River bar, with the loss of all (33) hands.

No distress or other signals were ever heard from her. Knowing Larry as a "ham" as well as a commercial operator, after considering all available info, I came to the conclusion that I have never seen fit to change. I feel sure that when the SS ROSECRANS struck the bar, the shock was such as to destroy the antenna system, and the end came too quickly to permit rigging an emergency antenna. Hence no signals.

My last recollection of Larry was of him sitting on the edge of a bunk on the YALE where we had gone after we had made arrangements for me to relieve him. He was rubbing a very painful left fore-arm. On it he had just had tattooed the figure of a very svelt young lady, in mini-costume to say the least, and he was quite uncomfortable.

I also loaned him \$8 to help him enjoy the anticipated but unrealized good time in San Francisco. At \$35 per month, and found, of course neither of us was affluent, but I had been out of the U.S. for six weeks and had a bit more on hand than had Larry.

So on Jan. 9 1913, I again departed S.F., for Hong Kong, as Chief and with Robert Black a 26-year old WU operator - a good one and fine company as second. And now over fifty years after Larry took my place on the ROSECRANS to end up where good wireless men go after their last ...--, I am still pounding brass... as a ham. It was a funny world, even then!

## TERMINAL ISLAND RADIO WILMINGTON, CALIFORNIA



Photo Credit - R. G. Neifert

## OPERATOR HARRY BAKER AT KEY OF "K P J" 1913



B



A

S.S. ROTTERDAM, OF THE HOLLAND-AMERICA LINE



C

## PHEG

- (A) S.S. ROTTERDAM (PHEG) FLAGSHIP OF THE HOLLAND-AMERICA LINE, 9th LARGEST PGR SHIP IN WORLD. BUILT 1958, 38621 TONS, 748x94', 762 CREW, 1407 Pgrs. (700 on cruise). SOMP DUTCH-MEMBER "Cor" GLERUM #710-P (PAØGL), WAS OPERATOR ON FORMER NAMESAKE SHIP - PEA.
- (B) OPERATING POSITION C/S PHEG. CW RECEIVERS.
- (C) TRANSMITTERS C/S PHEG
- (D) CHIEF RADIO OFFICER De BOCK, RECEIVER CONSOLE & TRANSMITTERS AT BACK C/S PHEG.
- (THANKS TO SOMP MEMBER RICHARD S. "DICK" EGOLF 71-SGP FOR PHOTOGRAPHS B, C & D )



D

Story of .....

# THE TWO PRESIDENTS

by

Alfred K. Robinson 200-P



After making "umteenth" trips as Chief Operator on the S.S. CITY OF LOS ANGELES (KOZC) between Los Angeles and Honolulu, I received a call from "Bennie" Wolf, Radio Supervisor of the U.S.S.B in San Francisco, wanting to know if I would take a special assignment. It seems that President Harding was to take a sea voyage from San Francisco to New York via the Panama Canal on the S.S. PRESIDENT HARRISON - "KDMQ". She would be reconditioned in a Seattle Shipyard with many delux fittings included plus a complete new radio installation.

He said he had assigned LLOYD SIMSON (of CAA FAME) as Chief and that she would carry five operators (unheard of in those days) and that he would like me for the Number "two" spot. It was a real challenge and I of course accepted. You didn't say no to Bennie!

Between us and with the help of an electrician of the Todd Yard, we installed a 2-KW Federal arc and a 2-KW Shipping Board Spark. Besides the conventional IP 501A receiver and two stage audio amplifier there was a special receiver which was supposed to be the "last word" ... a real 'RUBE GOLDBERG'... with 3 stages of tuned RF, all separately tuned and unfortunately each regenerative with a bad habit of breaking into oscillation in the middle of a MSG.

We had completed the installation and checked out the equipment when we received the sad news that President Harding had passed away in San Francisco.

Simson left shortly thereafter to take an appointment with the CAA and the vessel was rescheduled to her East Coast of South America trip. I took over as Chief with Charles Webster and 2nd and Viljohn as 3rd.

The Voyage was relatively uneventful but it has always stuck in the back of my mind... what a mess we would have been in if the President had died at sea off the coast of Central America where the "QRN" made it impossible to work more than a few miles, the arc notwithstanding. - 30 -

## ALASKA with "Old Bart" (Continued from Page - 46)

It was one of those times that I have never regretted the experiences to look back on, but I certainly would not want to do it again.

The day I left the Starr, I came down with the flu during the height of that terrible 1918-19 epidemic. This flu scare was a real one, even worse than the present atomic bomb anxiety. Many at that time believed that the Germans had let loose a strange germ that would depopulate the U.S. The hospitals and funeral parlors were swamped. The Alaskan natives, with their unsanitary living conditions had whole villages wiped out, except strangely for the very young and the extremely old. Ninety-five percent of the Bristol Bay natives died. In some cases these young and old being unable to care for themselves, either started or froze to death with no one left to bury them.

I landed in a little Seattle hospital in an 8-bed ward, which normally held four beds. The next day I was joined by the Starr's mate, Al Toucet. They say that nurses are hard boiled, but I have not found them so. We had a cute little trick for a nurse and the first day she started making love to an old, old man, which seemed very funny to us. Soon they carried the poor chap out the back door. The next day she started cooing to a younger fellow, which seemed more natural. But, they soon carted him out the back door with the head nurse telling the undertaker not to steal her bed sheets. So he went out in his birthday suit. Well, the

third day I had the miseries and when she took my temperature, she cuddled up and started calling me "honey-bunch" etc. Visions of going out the back door naked cancelled all amorous inclinations.

Early day Bristol Bay salmon fishing was something else again, but yet with many rugged similarities. As with the halibut fishermen, there was very little drinking on the job as a drunk in a fishing dory was not exactly safe procedure. The Bristol Bay crews were of course isolated for nine months of the year, either at the canneries or on their way in windjammers. Now I suppose flying up the season seems shorter. Most canneries did celebrate the Fourth of July, as a break of a long arduous summer's fishing and canning.

Early day Bristol Bay salmon fishing was copied after Columbia River fishing, using the same boats, gear, men and methods, except for playing the tides. I believe they even used those Columbia River water sails. These were small sails with a weight attached which would sink like a sea anchor. So with a head wind, going down river they would sail with the current. Likewise in Bristol Bay, they would play the tides. Now, I understand, they use kicker boats. - 30 -

## "H.C.L." 70 YEARS AGO

### CLIPPER RESTAURANT

No. 311 and 313 Pacific Street.  
GEOFFREY W. DEFFNER  
PROPRIETOR & MANAGER



#### BREAKFAST AND SUPPER.

COOKED TO ORDER.

Porterhouse Steak.....20	Underlin Steak.....20	Fried Liver with Pork.....10
Sirloin Steak.....15	Veal Cutlet, plain or breaded.....10	Pig's Feet in batter.....10
Rib Steak.....15	Ham, fried or broiled.....10	Marked, boiled or broiled.....10
Beefsteak, Spanish style.....10	Hash, fried or broiled.....10	Tripe in batter.....10
Beefsteak, plain.....10	Tacoo.....10	Salmon, fried or broiled.....10
Pork Chops.....10	Tripe, steamed.....10	Hamburg Beefsteak.....10
Mutton Chops.....10	Domestic Sausages.....10	
Roast Beef and Onions.....10	Cold Meats.....10	
Roast Veal.....10	Corn Beef Hash.....10	Sliced Mutton.....10
Pork Steak.....10	Cold Roast Ham.....10	
3 Fried Eggs.....15	Collette, 3 Eggs.....15	Grease Steak.....20
3 Boiled Eggs.....15	Ham and 2 Eggs.....15	
3 Scrambled Eggs.....15	Roast and 2 Eggs.....15	

EGGS AND OYSTERS.

1 Omelette.....15	1 Omelette, 3 Eggs.....15	Grease Steak.....20
1 Fried Egg.....15	1 Ham and 2 Eggs.....15	
1 Scrambled Egg.....15	1 Roast and 2 Eggs.....15	

100% Cakes.

1 German Beer Cake.....15	1 Milk or Boston Cream.....10	1 Hot Milk, with Mash or Bread.....10
1 Milk or Boston Cream.....10	1 Black Tea, Coffee or Glass of Milk.....5	1 Hot Cakes, Flannel Cakes and Corn Batter.....5
1 Hot Milk, with Mash or Bread.....10	1 Chocolate.....10	

#### DINNER.

Chicken.....15	1 Dinner.....15
----------------	-----------------

All 15 Cent Orders and upwards will be served with Butter free of charge. Bread and Potatoes with Meat and Fish free of charge. All prices 5 Cent dishes, 10 Cent.

Salt Codfish, Family.....10	Salmon, baked or fried.....10	Fried Tomatoes.....10
Ham, baked or fried.....10	Marked.....10	Fried Smelts.....10

Mutton, Mint Sauce.....10	Roast Beef and Cabbage.....10	Calf Tongue.....10
Pig's Head.....10	Turned Pork.....10	Boiled Beef.....10
Calf's " Pickle Sauce.....10	Ham.....10	

Beef, stuffed or plain.....10	Mutton.....10	Roast Mutton, Mint Sauce.....10
Veal.....10	Pork.....10	Chicken.....20

Roast Pork and Sauer.....10	Veal Pot Pie.....10	Roast, Spanish style.....10
Kent.....10	Beefsteak Pie.....10	Stewed Kidney.....10
Roast Beef.....10	Apple Pie.....10	Roast Mutton.....10

Apple.....5	Plum.....5	Strawberries.....5
Orange.....5	Peach.....5	Found Cake.....5
Cherry.....5	Crabapple.....5	

1 California Claret.....20	White Wine.....20	Glass of Beer.....5
Half Bottle.....10	Alb and Porter, bottle.....15	

Supper with water or alternative must be settled at the Bar.

Credit in all Cases Positively Declined.

ROOMS TO LET—SINGLE ROOMS PER WEEK, \$1.00.

Operators only received about \$30 per month, but then the cost of a Porterhouse Steak @ 20 cents didn't break one either. (Thanks to W.Earle Wohler #4-P)

In The



Wake

A LIFE ON THE OCEAN WAVE

A life on the ocean wave,  
A home on the rolling deep;  
Where the scattered waters rave,  
And the winds their revels keep  
Like an eagle caged I pine  
On this dull, unchanging shore:  
Oh, give me the flashing brine,  
The spray and the tempest's roar!  
Sargent - 1847

'Tis many a time that the poet did write  
Of storm-beaten ships in a black, blowin' night.  
'Tis hundreds of times, yes thousands I'll say,  
When writers wrote stuff about wind-driven spray.

But I know a night that no poem can reach;  
A night when the best of 'em wished for the beach,  
A wind that kept yardarm and riggin' a-scream;  
A sea that would wash decks regardless of beam.

A clang from the chadburn — the Chief gave her more,  
But progress was slow in the storm's mighty roar.  
The tarps were a-whippin' while all hands made fast —  
I tell you this night made one think of his part.

The pilot house squeaked and it twisted and wrenched  
When in plunged our "Sparks" — to the skin he was drenched.  
His face was ghost white, he was weak on his feet,  
But he managed to whisper " Sir, when do we eat ?"

Ralph C. Folkman - WP 586-P

(Recently found scribbled on an old radiogram blank under date of 1922).

KIPLING

Out of the mist into the mirk  
The glimmering combers roll  
Almost these mindless waters work  
As though they had a soul.  
... from - A Song in Storm.

But, Oh, the little cargo boats,  
that sail the wet seas roun',  
They're just the same as you an' me,  
a 'plyin' up an' down.  
...from - The Liner, She's a  
Lady.

(CONTINUED PAGE 52)



"SPARK'S DREAM"

In an old and rusty freighter  
On the broad Atlantic's face,  
Bumping slowly o'er the billows  
At about a nine-knot pace,  
While the chipping hammers thundered  
And the sailors cussed the grub;  
Sparks lay in his bunk and slumbered—  
Dreamt of quite another tub.

In a vision quite entrancing,  
While the roaches held a race  
Up and down his spinal column,  
Sparks lost track of time and space.  
In his vision he was sitting  
In a radio room de luxe;  
With the latest tube transmitter,  
Storage batteries for juice.

When he pressed the key the ether  
Fluttered with his I. C. wave,  
And his pile of QSR blanks  
Made the other fellows rave;  
While the antics they gave him  
In the monthly *Wireless Age*  
Made his hair curl up in ringlets  
As he read the flowery page.

Came a tapping at the portal  
And a voice both loud and thick.  
"Damn that guy, he's always sleeping—  
Hustle, Sparks, get us the tick!"  
Roused thus rudely from his dreaming  
Sparks turned on his OIA.  
Cranked his 100-D tuner,  
Got the last "—Naa."

Thanks to Joe Bell - 762-V  
(Author unknown)



THE MORNING WATCH

'TIS FOUR AM AND WITH RAUCOUS SHOUT  
THE "SENIOR" BIDS ME TO TURN OUT;  
HE'S TURNING IN WITH FEVERED ZEST,  
AND I CAN FIND NO REPRIEVE,  
WITH EIGHT HOURS OF WATCH AHEAD OF ME;  
SO WITH A MUTTERED SLEEPY GROUSE  
I STUMBLE TO THE WIRELESS HOUSE.

NOW IS THE TIME I QUESTION ME  
"WHATEVER MADE YOU COME TO SEA?"  
AND A GOOD REASON CAN FIND NONE  
NOR ANY BAD SAVE ONLY ONE.  
I WAS STARK MAD OR PRETTY NEAR  
TO LEAVE THE LAND AND COME OUT HERE—  
TO LEAVE MY SOFT WARM FEATHER BED,  
FOR T-SEE EIGHT HOURS WITH PHONES ON HEAD.

THE SHIP ROLLS THROUGH AN ANGLE WIDE,  
AND WITH IT ROLLS MY POOR INSIDE;  
I THINK OF THOSE NOW SAFE AT HOME,  
WHILST I AM WANDERING ON THE FOAM.  
THE QUIET ROOM, THE STEADY FLOOR,  
THE SOFT, WARM BED, THE HEALTHY SNORE;  
ALL THEIRS, WHILE I, POOR HAPLESS WIGHT,  
MUST GO ON WATCH BEFORE DAYLIGHT.

TWO HOURS OF WATCH HAVE PASSED AWAY,  
WHEN GRADUALLY THERE DAWNS THE DAY;  
THEN COMES WITH COFFEE THE MESSROOM LAD;—  
THIS LIFE IS, WELL,—PERHAPS NOT BAD!  
IT'S NOT ALL ROSES, NOT ALL VERSE,  
BUT I MEAN TO SAY IT MIGHT BE WORSE.  
THE SUN IS SHINING BRIGHT AND CLEAR  
AND EIGHT BELLS NOW IS VERY NEAR.

THE SHIP ROLLS GENTLY WITH THE SWELL,  
AND THE STEWARD RINGS THE BREAKFAST BELL;  
FOOD! GAD, I COULD EAT A TON OR MORE,  
THIS LIFE IS FINE, WHO'D LIVE ON SHORE.

Author unknown

(Sent by Earl Kerf - 613P)

# BOSTON LIGHT

AMERICA'S OLDEST LIGHT

HISTORIC BOSTON LIGHT - 255 years old in 1971 was first established on Little Brewster Island in the Boston Harbor, Sept. 14 1716. It was rebuilt in 1783 and in 1856 it was raised to 89 feet. It was designated a "National Historic Landmark" on May 13 1964. The site since 1716 marks the scene of storms, shipwrecks and heroic rescues. Benjamin Franklin wrote a ballad "The Lighthouse Tragedy" about the drowning of the first keeper and his family.

This is an official U.S. COAST GUARD Photo taken in 1966 by J.E. Linville PH3, USCG and comes from the collection of Member, David L. Brown.



# CAPE HATTERAS LIGHTHOUSE

CAPE HATTERAS - Guarding the "outer banks" of the North Carolina Coast, flashes its warning light every ten seconds to mariners who fear this section of the Atlantic Coast more than any other menace to navigation.

The picture is from the collection of SOWP Member, David L. Brown - 647-P, shown in insert.

"Dave" Brown plans to furnish the Society with an illustrated article in an early issue of PORTS O' CALL, covering the most historic and well-known lighthouses of the world.



DAVID L. BROWN #647P





# Historical Aids to Navigation



## Ambrose Lightship

**AMBROSE LIGHTSHIP** - Guided ships from all over the world into NEW YORK Harbor from its station at the entrance to Lower New York Bay. Commissioned in 1952 and scheduled for replacement by a permanent Ambrose "Offshore Light Structure" in 1967 by the USCG. The Ambrose Lightship was the last lightship built, due to the Coast Guard's program of phasing out lightships and replacing them with offshore structures. The light on the Ambrose Lightship was 700,000 candlepower. Displayed from her main lantern 53 ft. above the water, it could be seen 13 miles seaward. During periods of low visibility, her light could be increased to 2,500,000 CP. An emergency light of 15,000 CP was installed above the main light. The lightship was also equipped with a radiobeacon and diaphone foghorn. Official Photo of the U.S. Coast Guard and from the collection of SOWP Member David L. Brown



## Nantucket Lightship

**NANTUCKET LIGHTSHIP** - Located 49 miles southeast of Nantucket Island - off the coast of Massachusetts and is one of the most exposed lightship stations in the world.

In the picture left is a U.S.C.G. HO4S-20 helicopter picking up a seaman requiring emergency hospitalization due to appendicitis. The helicopter is shown picking up the seaman by a hydraulic hoisted basket out of a small boat.

Official Photo - U.S. Coast Guard.

From Collection - Member, David L. Brown.

## New Orleans Lightship

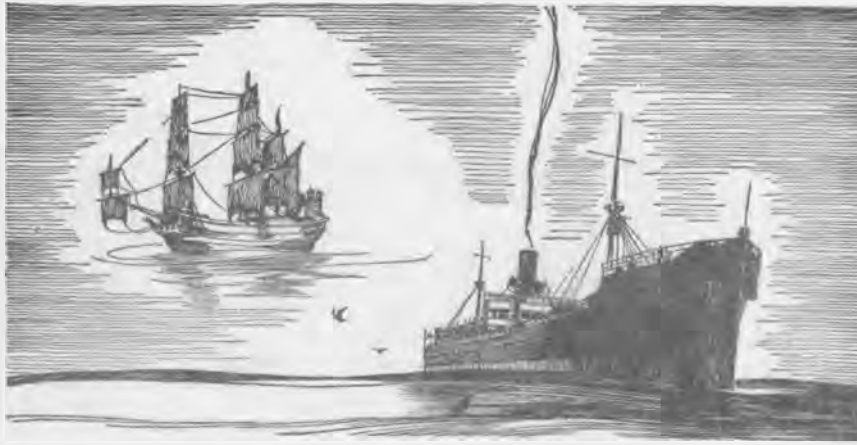
### NEW ORLEANS LIGHTSHIP

Located at the mouth of the Mississippi River outlets (WLV-531) guides ships from the Gulf en route New Orleans and up-river ports of the Mississippi.

Former Savannah built in 1923.

Official Photo: U.S. Coast Guard ( through courtesy of David L. Brown).





## SALT WATER BARDS

### THE PACIFIC

The Pacific comes rolling in  
Crashingly beckoningly  
Again and again

"Come follow me  
Into the sunset  
And the far horizon  
Come follow me  
To a romantic liaison  
With some exotic people  
In some exotic land  
A place that you'll love  
Though you won't understand  
Come follow me ...."

The Pacific keeps beckoning  
And it's easy to see  
How some people succumb:--  
Yes, it's even possible  
That this could happen  
To you or to me ...  
Jake Trussell

### STATIC

In an old and rusty freighter  
On the broad Atlantic's face,  
Bumping slowly o'er the billows  
At about a nine-knot pace,  
While the chipping hammers thundered  
And the sailors cussed the grub;  
Sparks lay in his bunk and slumbered--  
Dreamt of quite another tub.

In a vision quite entrancing,  
While the roaches held a race  
Up and down his spinal column,  
Sparks lost track of time and space.  
In his vision he was sitting  
In a radio room de luxe;  
With the latest tube transmitter,  
Storage batteries for juice.

When he pressed the key the ether  
Fluttered with his I.C. wave,  
And his pile of QSR blanks  
Made the other fellows rave;  
While the notices they gave him  
In the monthly "Wireless Age"  
Made his hair curl up in ringlets  
As he read the flowery page.

Came a tapping at the portal  
And a voice both loud and thick,  
"Damn that guy, he's always sleeping.  
Hustle, Sparks, get us the tick."  
Roused thus rudely from his dreaming  
Sparks turned on his DIA,  
Cranked his 106-D tuner,  
Got the last " -- NAA."

By: H.B. Loree/SS Wm. McLaughlan/WPBB  
(Furnished by Member Jack Robinson/141  
(From Wireless Age - 1929)



Steady as you go!

### OVERCOME !

The crew aboard a ship at sea  
Was having fire drill;  
The bell was clanging -- one, two, three --  
The whistle blasts were shrill.  
They say that "Sparks" was in his shack  
All through this "fake" distress --  
Excitement proved too much for him;  
He sent an " S O S"  
--- FO/586P

### FROM WIRELESS TO RADIO

In days of old when nights were cold  
We used to wear red flannels.  
Distress was labled "CQD"  
And Marble made good panels.  
We'd press the key -- and golly, Gee !  
Strong ozone filled the shack --  
The Leyden jars would stress and strain  
To the raspy spark gap's crack.  
But now we've reached a modern year  
That's hard to recognize;  
Instead of bulky, noisy gear  
It's QUIET -- MINI-SIZE.

The day they took Dan Webster's book  
And put RADIO in its' pages  
Old WIRELESS retired -- yes,  
The fun has died by stages !

Ralph C. Folkman #586-P

Society of WIRELESS PIONEERS



## MY LAST WATCH AS THE JAPS TOOK . . .



# CORREGIDOR

BY: JAMES H. GOODMAN

History of the "last days" at CORREGIDOR, which guards the entrance to Manila Bay, and from which General Douglas MacArthur escaped to keep his promise . . . "I shall return", is retold here by SOWP Member James H. Goodman #789-PA who was at the key when the last words were flashed to the world on that fateful day.

Relating a little background: Jim, joined the Army in 1938 and became a radio operator in the First Field Artillery Reg. at Fort Sill, Okla. He had great fun (?) working the old SCR 161 and SCR 178 sets. Being the junior op at the time -- guess who spent the most time turning hand crank generators rather than pounding brass? Yes, it was Jim . . . but let him tell the story in his own words.

In 1940, I re-enlisted and signed up for the Philippines and arrived on Halloween, 1940. First sight of the Philippines I saw was the blinker on the tower of Corregidor, welcoming us in. Didn't know it at the time but the tower was operated by WVDM personnel. WVDM was the radio station for Headquarters, Harbor Defense Command, Fort Mills, Corregidor, P.I.

Our most exciting duty at WVDM (exciting!) was arranging for and controlling a nightly bomber from Clark Field used for anti-aircraft searchlight drills. The bomber flew back and forth over Corregidor while the searchlight batteries tried to pin him down before he could drop his imaginary bombs. (As I recall, the Japs never did hold a night raid on "THE ROCK"). After the bomber arrived over Corregidor we were supposed to turn him over to the Tower for control by AM radio by one of the AA officers. However voice radio being what it was in those days, it usually pooped out and we had to have instructions relayed to the plane by good old C.W.

Another choice bit of duty was "the stand by boat". In those days they used to fire .50 caliber machine guns at towed targets. We had to have a radio op in a small boat stand by at sea off the west end of Corregidor in case the plane dropped the target or in case the gunners got too good and shot down the plane towing the target. (It never really happened but they did give some of the fly-boys a thrill or two!) This duty, as you can imagine, usually boiled down to sleeping, sun-bathing or fishing. The boats were run by Filipino crews from the Philippine Scouts, and any fish we caught were most welcome indeed in their mess. I became an expert on all kinds of South China Sea marine life!

Other duties at WVDM included checking all ships in and out of Manila Bay. Some DT's may remember this. We also furnished personnel for radio rooms of the U.S. Army Mine Planters Hyde and Harrison. We were at the time laying the mine fields that would protect Manila Bay from the attack that never came the seaward side. (Only ship we sent with mines were one of ours!). It was pretty good duty but (Jr. Op again) my job usually was in a whale boat with a walkie-talkie coordinating the various ships. I spent several days as a "guest" radio op. on the USS PIGEON, a Navy salvage ship converted to mine laying, which helped us with the west and south channel mines. That was good duty, but my picture of a Navy Captain was permanently damaged by the memory of Commander H...s slopping around his bridge barefoot and wearing nothing but a tee shirt and sloppy old dungarees.

I was over on the Bataan side when the war actually started. The Philippine Signal Corps had put in a beautiful telephone pole line with 8 pairs through the jungle from Bataan up to

Olongapo - but had neglected to transpose the pair. So we had to send a team to climb every fifth pole and do the transposition and I was elected to go along and furnish radio communication for them. Quite a few adventures in the jungle for a peaceful brass pounder but not really applicable to this exposition.

It was while I was wandering around in the jungle with only a telephone line to navigate by that the Japs struck PEARL HARBOR on December 8 (Dec. 7 to most of you). I stayed on Bataan to help set up an aircraft alert system to warn Corregidor of impending air raids as soon as possible. We used good old CW for this - no FM, SSB and all those new fangled goodies in those days!

When Bataan fell on April 8 1942, I waited around until night fall and swam back to Corregidor with the aid of a water logged coconut log. I laterally fell into War Department Signal Corps Station WTA. When I recovered a little I was assigned to work there for the duration - another 30 days or so.

Before the war, WTA's receiving and operating station was in Manila with the transmitter on Corregidor. The transmitter was controlled by land line (OK, underwater cable). It was an old 10 KW former shipboard rig. I was in the transmitter room, but they wouldn't let me touch it! The transmitter room was in the fire control room of one of the obsolete seacoast batteries, underground and well protected by 20 ft. of steel reinforced concrete. The Jap artillery and bombs couldn't even threaten the transmitter of course, but the antennas were somewhat more vulnerable. More about the later.

When the Japs threatened Manila, WTA moved what gear they could out to Corregidor and set up operating station in Malinta Tunnel. They lost practically all their automatic gear in the move but they did manage to salvage a tape puncher and automatic transmitting head. All receiving was copied by hand (on mill, I mean). When I joined them, they were down to using the CW exciter out of the big rig.

Part of the problem was antennas. The Japs had a hundred and five batteries of artillery (all the way up to 8" guns) lined up on the Bataan side, practically point blank range, and literally swept everything off the surface of Corregidor (Somebody told me later that the height of Malinta Hill through which Malinta Tunnel runs is shown as some (See P-54)



\*\*\*\*\*  
**CORREGIDOR** ●●●●●●●●●●  
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some twenty feet lower than the old maps showed it!

Again as junior op (guess I'll never escape that category) it was my job to go out every night and cobble up some kind of antenna for the Japs to knock off again the next day. It got a little hairy because of course I couldn't use any lights because it only took a match lighting a cigaret to set off those nervous Jap gunners. (The Navy was smarter - they kept their antenna inside Malinta Tunnel strung up where the street car cables had once run. It pointed east and west, and must have had the radiation characteristics of a wet noodle inside that hill, but at least they didn't have to put it up every day!)

Our traffic ran to 20,000 to 25,000 words per day - mostly finance information, of all things. Most of us didn't bother to draw any pay that last few months. After all, there wasn't much to do with it except play poker. I think every man there must have made some allotment to his family or some other finance change judging by the amount of it I punched into tape. At least it was in clear text.

Due to our low power and lousy antennas, most of our traffic went to WTJ in Honolulu. We just couldn't maintain a sked with WAR. The worst part of working WTJ was that every once in a while they would say, "Break - coffee". Since we hadn't even smelled a cup of coffee in months this didn't contribute much to our peace of mind!

We did have many other local circuits. There were still a few units working behind Jap lines in the Philippines, and some Filipino guerrillas. One of them, a Filipino doctor and former ham (I never did get his name) had the most beautiful straight key fist I ever heard, bar none. If I hadn't known he was operating a portable rig, moving every day, I'd have sworn he was on tape! We also had a circuit to Australia. Used to work a guy named Bluey Doyle --- wonder what ever happened to him.

The station was in a wing of Malinta Tunnel, off the main tunnel which ran straight through the small hill at the East end of Corregidor. We usually worked two shifts - really wasn't much of a strain as there wasn't anything to do except sleep and that only when I could find a place to

"sack out" in. Main preoccupation besides work and sleep was finding something to eat. Midwatch was a good shift because the bakery truck usually rumbled through the tunnel between midnight and 0400, and if you could strike up an acquaintance with the driver you could usually depend on a fresh loaf of bread - easily worth its weight in gold. Things were that bad that meals consisted of rice and gravy, with maybe a slice of bread on good days.

Lets see - names. A sergeant Eggers was Chief Op at WTA. The Signal Officer was Colonel T.T. Teague (more affectionately known as "Terrible Tiger Teague"). He wasn't all that bad - we seldom saw him. There also was a Major Wing, an uncle of Toby Wing, and if you remember her your really old! Also there was a Marine named Rosenbloom - don't know how he managed to get in there! My closest friend was Irv Strob- ing who was actually working the WTJ circuit in the last moments before the Japs came in to take over.

Irv managed to keep the circuits live till the very last moment. We got the word that Corregidor (indeed the whole Philippine Command) had been surrendered about 0900. Irv kept up a running informal account of what was going on as he got the word, including some dead-heads to his and our families until about 1100, when the first Japs came into the tunnels. I think our operating position and the transmitter were about the only things not destroyed on The Rock during those final hours. I know all the big guns were put out of commission - all kinds of things were dumped into the ocean, etc. I think that last communication was worth letting the Japs get the few pieces of gear we had left. My last hope was that if they tried to use that gear, whichever junior Jap op had to put up the antenna. I hoped a stray bomb or shell would get him.

Thus began three and a half years in a Jap POW camp, which is another tale. However, contrary to what you might think we were not without outside communications all that time. There was, for instance, the radio built from scratch and I do mean scratch, complete with beer bottle tubes and cigaret package foil capacitors ... but I'll leave that for another time if you're interested.

We had little contact with civilians. The Japs were a little peculiar about them. Many civilians were cut off in out of the way places so they hung around with military units mostly because there was no other place for them to go. These the Japs considered military prisoners and kept in the camps just like the military. The ones in Santo Tomas (really the

campus of Santo Tomas University in Manila) got some what better treatment than the rest of us, much to the chagrin of the civilians who had to sweat it out with the military prisoners.  
 - 30 -

James H. Goodman WBGRSY in Red Bluff, California.

The following are fresh from the rotary gap....

Sparks took his pet mynah bird into the bar of the Raffles Hotel Spore, ordered a drink for himself and one for the bird. "Sorry," said the bartender, "we don't serve mynahs!"

000o000

How about the zip code? Now any letter posted before noon is delivered the following morning -- give or take a few weeks.

000o000

Doc to Sparks: "You've got a slight case of Dunlop's disease."  
 Sparks: "Is it serious?"  
 Doc: "Not very. Your stomach's done lopped over your belt."



# Sea Gulls.....

## Part of our Heritage

Watching graceful, free-soaring gulls sweeping over the waves or in the wake of ships, most people conclude that here is the embodiment of total independence—that the birds go, and do, wherever and whatever strikes their unfettered fancies.

Quite the reverse is true.

These feathered shoreline residents are actually very strict conformists, living by a set of rigid rules. They join together in groups of about 40 or 50 members, all within the huge flocks. These small "clubs" have an acknowledged leader to make the decisions, give orders and generally act as the boss.

Gulls mate for life, and in a practice supposedly the reverse of human custom, it is the female that makes the choice and initiates the romance. Rarely is the bachelor gull courageous enough to reject her proposal.

When many gulleries, numbering thousands of birds, alight at their nesting site, living conditions are necessarily crowded. Each couple is allotted an area about seven feet square. This becomes their personal real estate. Here they live, build a nest and raise their young. And observe a rigid set of "do's and don'ts."

The number one rule is to keep off anyone else's land. Ignore this and you become an immediate target for attack, the sea gull code says. This sometimes occurs, and when it does, as in other aspects of gull society, ensuing events follow a prescribed pattern.

First the defender puffs out his feathers, considerably enlarging his silhouette, a signal that he means business. If this doesn't succeed in scaring off the intruder, he sticks out his neck, a further gesture of belligerence. If even this fails, he resorts to the ultimate—pulling out grass with his beak.



Should this final attempt at intimidation also get no results, a fight is inevitable. It may end in a number of ways. The trespasser can step back into his own "yard" as a signal of surrender, or he can pull his neck in, another sign of giving up.

In fact, so inflexible is the protocol which forbids upstarts to hold their heads high that forgetting it is likely to invite a solid thumping from any of the righteous older gulls. Presumptuous juveniles who carelessly lift their heads to stretch often get knocked sprawling by the nearest adult, who will tolerate no status-seeking from a youngster.

After hatching, the baby gull either follows another firm rule, or starves. He is fed by both parents. They regurgitate food which is stored in their stomachs for that purpose. Yet so uncompromising is the procedure that unless the baby taps a red spot on the underside of his parent's beak to announce his hunger, the latter stubbornly declines to choke up any food.

Even among thousands of families, parents know their own chicks and are zealous guardians, carrying this protec-

tion to extremes. If a neighboring youngster happens to wander into their "yard," he's very likely to be set upon and killed.

A gull can speed along at 50 miles an hour under favorable weather conditions; during migrations, groups cover more than 700 miles a day. Gulls are built for gliding, and by taking advantage of rising air currents can soar effortlessly with only brief and infrequent wing action.

The same structure enables them to float cork-like on the water, as each feather fits together with the others to form air pockets for buoyancy.

Some birds are rugged individualists, but not sea gulls. They definitely do not live alone and like it—if they're compelled to live apart from others of their species, most likely they'll soon die. For them, life is ideal in the crowded conditions of a controlled society, and they seem to thrive on it.

The normal habitat of the sea gull is along the shoreline of oceans or other large bodies of water. Rarely are they found far inland, and then generally only to escape a hurricane or other large storm. Sometimes heavy winds will carry them away from coastal areas, but they soon find their way back.

One of history's most famous inland visits of sea gulls took place in 1848 near Salt Lake City, Utah. Here, intrepid Mormon pioneers, in the first year of their struggle to build a foothold in the Valley of the Great Salt Lake, faced starvation and disaster. Their crops were being ruined by hordes of crickets when suddenly a flock of sea gulls appeared to devour the pests.

The providential arrival of the gulls almost a thousand miles from the Pacific was regarded as a miracle by the pioneers. Their Mormon descendants, in 1913, erected the Sea-gull Monument to commemorate the event. It is one of the most famous landmarks of present-day Salt Lake City.

# T. R. T.

TROPICAL  
RADIO  
TELEGRAPH

## and the 'The Great White Ships'

AS TOLD BY ... RAY GREEN & TONY THUMA

**W**e are indebted to Society Members A.J. "Tony" Thuma, (780) and Spark-Gapper, Raymond J. Green (395) for some interesting history about the TROPICAL RADIO TELEGRAPH COMPANY, (TRT) and Ray's nostalgic recollections of by-gone days of life on the "Banana Boats" of the Great White Fleet.

Ray Green and "The Ancient Mariner" had close relationship over the many years. He was one of the legendary operators of the "big ships" such as the Leviathan, etc., as well as one of the TRUE PIONEERS in the U.S. Air Mail Service when it first started back in 1920. A "pink-ticket" man who was one of the outstanding operators of his day. Ray has now retired to Florida (Port Charlotte) where he is called "The Squire" by neighbors. He is a real gentleman of the old school.

### INFO de A.J. THUMAS/780

ANDREW PRESTON one of United Fruits earliest Presidents gave Mack Musgrave the task of setting up a radio system in 1903. The following year, communications were established between Limon and Bocas. Radio equipment was placed on United Fruit's vessel in 1907 and in 1913 TROPICAL RADIO was incorporated and became a public carrier. (We have the distinction of being the oldest U.S. owned communication company).

Station "WAX" was first located at the Former Naval Radio Station site on Miami Beach in the vicinity of the present McFadden-Deauville Hotel in 1919. Mr. Musgrave was replaced by W. E. Beakes as Engineer in Charge. George S. Davis was Tropical's first President. A former Chief Petty officer in the Navy, he was also a Vice President of United Fruit.



Courtesy: Everett Ruess

Davis died in Oct. 1926 and was replaced for a short time by a Mr. Warren who came from the Legal Dept. of United. In 1927 W. E. Beakes was appointed President, followed by R.V. Howley in 1943 and G. C. Hannis, Jr., in 1962.

WAX was moved to Hialeah in 1925 with the transmitters located at Opa Locka until 1939 when they move to present site at Ojus. The control station left Hialeah in Nov. 1947 to the present site at Fort Lauderdale. (One of the Society's members - Charlie Hess (688) is still pounding brass at WAX but plans to retire July 1 1971).

Some of the U.S. Stations of TRT and frequencies, as follows:

Boston	WBP	600,690,2350 (meters)
Miami	WAX	600,825,1599,2175,5552,
New Orleans	WNU	600,675,1713, 3531
Mobile	WNN	600,680,1713,2300
Ft. Morgan	WIO	600,1713
Burwood	WBW	600,675,1713

In the Tropics .....

Swan Island	US	600,2225,2400
Puerto Barrios	UP	2112,4525
Tela	UC	600,2400
Puerta Castilla	UA	600,775,1000
Tegucigalpa	UG	600,1950,4350
Cape Gracias	UW	600,900,2000
MANAGUA	UL	600,950,1800,2400,4600
Bluefields	UQ	600,2100
Cartago	UR	600, 2200, 4236
Limon	UX	600,1425
Almirante	UB	600,1200,4075

Recalls hearing about the great hurricane of Sept. 28 1926 which pounded WAX area from 2AM to 4PM leaving the area stricken and completely isolated. All five of the big masts were down but a jury-rigged aerial provided means of getting word to the Ward Liner Siboney enroute Havana to New York. The SS SIBONEY was aboard Miami and it's Operators, R. D. Hutchens and Milton Kitchen relayed the message to Al Kahn on the SS ORIZABA near Batteredas who closed down all traffic on the East Coast in true SOS style. The Siboney handled traffic all night long but faded at sunrise next day. This is recorded as a "Distress in Reverse" (Shore to Ship!)

INFO de RAYMOND J. GREEN... Memories of TRT before they fade away - about 1910 - 1915, give or take a year.

The United Fruit Boats and Banana Plantations of Central and South America were served by the "elite" T.R.T. radio system affiliated with the Company. Presiding over it was George S. Davis with office in Boston. Transmitting station WBF was also in Boston. There was an office in New York City located on the sixteenth floor of the Whitehall Bldg., (Battery Park) where Mr. Charlie Pitcher presided, assisted by his comely "girl Friday" Miss Nunn. The "Banana Boats" docked at Pier 9 in their white hulls with buff stack and white diamond set in a red background. They were beautifully maintained ships and a pleasure to look at.

Mr. Fred Muller held forth also on Pier Nine where he had a shop and a lot of repair equipment. He did all the "fixin'" changing, reinstallation of new equipt. etc. Upon arrival in NYC you reported to Mr. Pitcher who had a carborundum detector sitting on his desk - worked perfect - no adjustment in

S.S. PASTORES (KLA) CIRCA 1916 (Pix at left)  
Picture furnished by Henry Dickow (D) 1920, then Editor/Publisher PACIFIC RADIO NEWS to Bill Breniman to use in illustrating his new booklet titled ... "The Trans-Pacific Radio Operator's Log. About 5000 copies of this little publication was sold to operators all over the world.

THE WIRELESS PIONEER

# THE "BANANA BOATS" ... GREEN

In six years or since he was Chief at Port Limon (Station "X")

The main high powered station of TRT - "WNU" was located at New Orleans. Here resided A.F. Parkhurst, Beakes and Patsy Geegan, Chief Operator, Chief Engineer and Chief of maintenance in that order. "WNU" big transmitter was located on the road to Spanish Fort Amusement Park at City Park. Ed Jones and Ed Comaracue and some others were assigned here. I think Fred Stone and his brother Frank and a chap by the name of Conklyn were also operators.

The boats docked along the Mississippi River in the vicinity of Canal Street and the offices of the company were at 321 St. Charles Ave. On account of the mosquito problem, the Company maintained a dormitory kind of sleeping affair in the St. Charles Hotel where the operators and pursers could stay in town instead of trekking down to the insect ridden docks. Remember this was 1915 with no insecticides or air-conditioners - only refrigeration for the bananas!

Near the St. Charles hotel, in fact across the street was the famous "Ramos Cafe" where the famous Gin Fizz was born and dispensed. It took the continual shaking of the mix cups by a darkie with its gin and fiz concoctions and as the customers ordered "another", the bartender would relieve the darkie of his shaker and pour the drinks while another batch was started. On a hot New Orleans day, standing under the big slow revolving fan, a sip of this drink sent you far out on cloud #9. A popular place for the wireless men, telegraph and linotype operators was MAX MYERS CIGAR STAND located in front of Ramos's and it was the meeting place for exchange of "scuttlebutt" and newspaper gossip.

Max was a real financial wizard. You could borrow money or spend money with Max with never any paper signed. Here Max had the "dope" on wireless jobs open, railroad telegraphing jobs out on the Southern Pacific, Illinois Central and even the Santa Fe. Jobs of all sorts were on tap. Any manager needing an operator called Max and he would send a selection over. Such was the New Orleans "set up" in those days.

Now we drop down the River to Burrwood. Here a small trans-

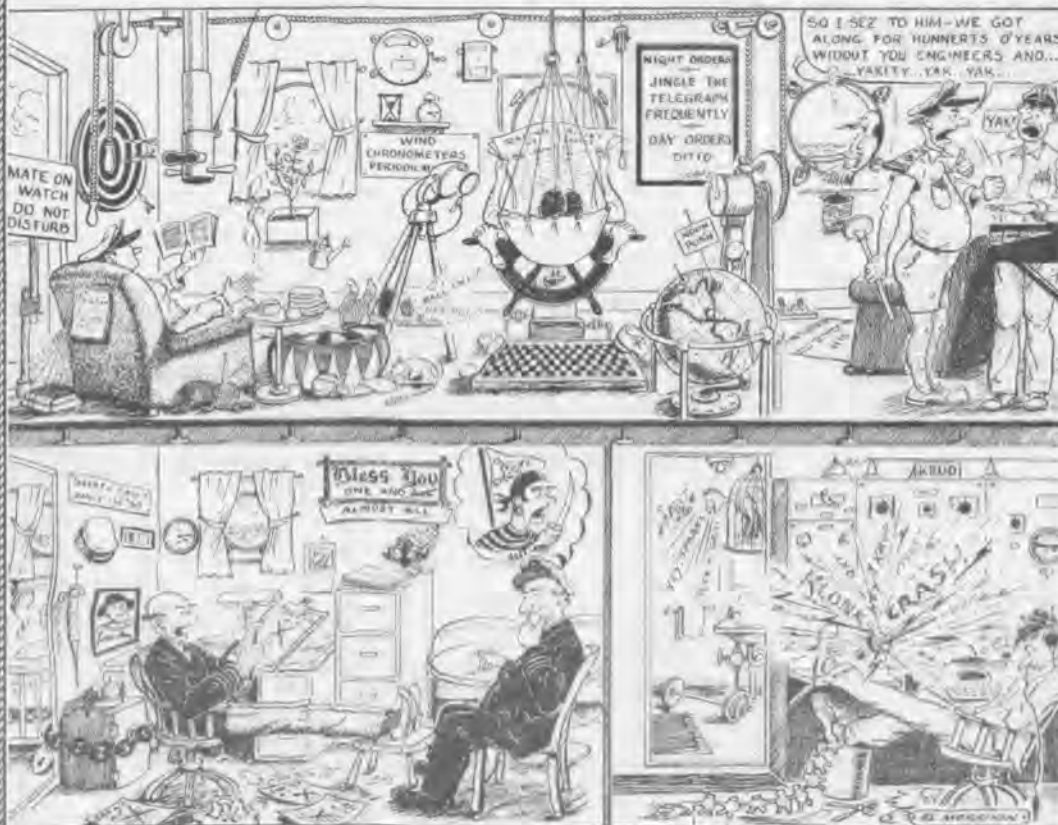
mitting station was maintained to facilitate the wireless needs of the arriving and departing banana boats from quarantine station so as to time the refrigerated cars waiting in New Orleans as most of the fruit here was dispatched up the Mississippi Valley in iced cars.

Now we drop down to an island located between the Coast of Yucatan and Cuba or a little South -- called SWAN ISLAND. It was named for its English discoverer, Captain Swan. On it was another high powered station with the call "US". Here fact operator "Smity" resided with several other men, cooks, maintenance men and spare ops. Swan Island was a BUSY STATION! He gathered all the traffic from New Orleans WNU and sorted it out and moved it along to the various plantation stations like "UJ" at Santa Marta, "X" at Port Limon, "NAX" Panama (Navy) Bluefields, Ciba and VQI Jamaica and some other stations long forgotten.

These high-powered stations, namely WNU, US, UJ and X were of real early vintage -- real block buster spark sets. High towers and many strand antennas, under corrugated roofs in real tropical water-shedding type of construction stood the big Gas Engines belted to the generators - the power end, then a little further along was the tall compressed air condensers, giant helix's for tuning all carefully mounted on long porcelain insulators and most interesting - the spark gap - a large motor twirling a two to three foot disk at 2300 to 5000 RPM. It had studs mounted around its perimeter and its stationary posts had disks mounted on them to rotate slowly to keep things cool as possible. Two large blower fans blew a rush of air over all of this. The keying of this giant transmitter was not in the primary of the step-up transformer as it proved too sluggish, so the secondary or high-tension circuit was broken by a two contact key mounted on a shaft mechanically. It had two blower motors at each contact point to blow out the arc as the keyer sent its dots and dashes. When the op over in the control station worked his transmitter there would be two solid blue cracking balls of flame at those spark gap posts with a high pitched 500 cycle ring to it. The noise was deafening and the "blue flash" could be seen way off shore by passing boats, also in the town of Santa Marta and Limoncases. Shades of the past !!! I wonder how many recall this ancient scene?

All of this was of course before the day of the audions and transistors. The crystal was still used for receiving with the loose couplers. Static? Static was the real trouble

## The Bridge -- As Figured From the Engine Room



**T R T**

RAY GREEN - CONTINUES

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The ships operated on 600,700,800 and sometimes 450 meters and the land stations on 3000 and 4000 meters. These were the days of the Alexanderson high freq. alternators, with engineers shooting for 20,000 meter transmissions on very long antenna arrays. With the "break-through" on short-waves and the marvel of the tube... all of the noise disappeared except the slight hum of the fans used to cool the tubes. All of this happened fast after WWI. Prior to that all the famous high-power stations were about the same breed and "set-up", ie: High towers, large spark gaps (quenched gaps were the order of the day in such stations as Arlington (NAA), Key West (NAR), Mare Island (NPG), Sayville (WSL), South Wells Fleet (WCC) etc. All these stations and aboard were about the same.

The "BANANA BOATS" were lovely - a home as the sailor says! Most carried sixty first class passengers and a load of general cargo South, and from 50,000 to 70,000 stems of bananas North, under refrigeration. Each ship had two sets of refrigeration engines and this called for a set of refrigeration Engineers who were independent of the main engines and the ships engineers. The ships were painted white as it was found that it made a difference of ten degrees (cooler) over those painted black - hence less refrigeration needed.

The wireless quarters were wonderful. For the most part, three room affairs located aft behind the stack on the boat deck. The transmitter room usually had a 5 KW set with M/G and its compressed air condensers that you kept 150 pounds pressure which was done by pumping or cranking the pump handle. The Sync spark gap was mounted in its muffler on the end of the M/G shaft and it could be adjusted in a small arc so as to gain max peak resonance of the spark, and how it howled in use, almost like the big stations ashore. In this room were also the 150 Edison electrolytic batteries that had to be vaselined to prevent corrosion. This was a job strictly delegated to the Junior Radio Operator !!!

Then came the large middle room or office and the "receiving position. It had two port holes forward and a door and two port holes aft and on each side a door the the equipment room on one side and to the sleeping room on the other. This

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"AND BESIDES CUTTING THE FOOD AND FUEL BILL IN HALF WE FIRED TWO 42 YEAR OLD RADIO OPS AND HIRED TWO THAT'S 21."

maker and ships from the fleet had to come in to take traffic from the bogged down plantation stations. They would carry them a day or so, then unload them to Swan Island as they passed close by. This is one of the reasons that TRT maintained such a high standard of wireless operators.



"WNU" OP FOUND BUNDLED UP IN LAST WEEKS TRAFFIC BY MISTAKE

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was somewhat narrow but had two bunks double deck style, nice clothes lockers, four drawers under the bunks (two for each op) two beautiful wash stands of the old vintage with tank on top behind mirror mounting, then hinged basin of monometal that came down when in use and slipped back when closed, dumping the wash water in a reception pipe that poured into the "swill" tank at the bottom. The room boy emptied these daily and refilled the tanks (an old old luxury at sea) and long forgotten these days.

The "office" had a nice operating table on which was mounted the double decked loose coupler/receiver, one for long wave and the other for short (600,700 & 800 meters). A "modern" Underwood typewriter, trans/rec, switch, not wire ammeter for easy watching, comfortable wicker lounge chairs and swivel chair for the operating position/s. This was all real class for those days. Many passengers spent happy hours talking with the wireless operators. On these ships, the operators ate in the Saloon with the passengers and had to be dressed in spotless starched whites at all times when on deck. In some ships you sat with the passengers, that is a ship's officer at each table while on other ships the officers sat at one table together. The whim of the skipper ruled here.

On account of the "dog-watch" and with only two operators, the wireless men had their breakfasts brought up on a fancy tray. This was a real experience for most of us who came from moderate families ashore -- to be waited upon in this style! The trays were so neat with their silver-creamers, folded napkins, iced grape fruit, eggs and bacon (under cover)... Oh Boy! This was the life ... and you could even improve on it if you tipped your room boy generously each trip. It might be noted that the room boy doubled as your waiter. The boy usually brought a 10PM "snack" of fresh fruit, fresh ice water in the thermos. Even the night-watchman brought you up a "midnight snack" if you tipped him. This was usually coffee and fresh muffins. What a life ... no wonder the fame of the crack jobs on the "Banana Boats" spread far and wide. No Joseph Conrad or Jack London sea-life here. The wages were highest (\$75.00 per month plus an extra \$5.00 if you had the extra-grade (pink) ticket.) This soon filled T.R.T. with extra grade men (I was proud to be numbered among them). Additionally if you kept your quarters posh, and qualified for the "BEST KEPT AWARD" you received an additional five bucks. This meant of course, spit and polish, top equipment maintenance, etc.

There was quite a class status maintained by the Senior Opr. toward their junior operators. While good friendship prevailed, it was never to be doubted for one fleeting moment that the Senior was in charge! The junior stood the mid-watches and relieved the Senior when ever asked... with NO ARGUMENT OR ANY QUESTIONS ASKED! This was often abused, but to stay on a Banana Boat, this is the way it was. But the Seniors were expert operators and they immediately set about teaching the new juniors, even if they reported from other top positions - when they came to the Banana Boats, they started at the bottom of the ladder and had to bow their head to their Senior. My first experience was when my senior, Frank Ward made me copy directly on the typewriter (which I had not done). He would copy by hand behind me, but I would have to throw the switch and have WNU New Orleans, US at Swan Island etc., fire away at 30 to 40 WPM and put it down ten words to the line - count number of words at finish and QSL. It was terrible to ever ask for a repeat. This was why your Senior copied with the stick, so that you could always "R" at the end of each transmission. It took time and practise but I made it (continued on Page 59)

**SOCIETY OF WIRELESS PIONEERS**



The junior operator was expected to polish all brass, and keep the entire place extra sharp looking - then fade out of sight when the senior was entertaining passengers. We usually had mandolins, ukes, etc. and with a group normally including the Purser and Ass't. Purser, Ship's Doctor and of course pretty girls from the ships passenger list - we really lived a POSH existence... anyway far head of that experienced by most Marconi-men on other ships, unless it was the Trans-Atlantic Liners, who also had it that way.

When ashore in foreign ports, and one or two banana boat were in port, especially Colon, where the northbound and Southbound boats generally met, the Seniors exercised their position. The junior operators would always be found together in another cafe or table by themselves while the Seniors sat in all their pomp and glory out in the spotlight.

It was also always ritual that the Junior have an extra "ten-spot" or so on him because the Senior thought nothing of sending a waiter over to him, demanding that he drop over to his table for a talk! This was of course a "touch" and "Heaven help you if you didn't ante up". But the Junior wanted the pleasant side of his Chief and anyway... some day ... your turn would come. It generally did, even with me. I was soon Chief of the Santa Marta (KLG). We had a Miami Station with call.. WST. Later it became WAX. Havana was "M" but you could NEVER raise him. VQI was Jamaica.

When you could copy the press from New Orleans with a nice clean copy and four carbons - one for the skipper, one for the social hall bulletin board, one for the smoke room and one for the file ... you were considered "graduated" by the Chief... but he never let down his guard as to familiarity. I am going to put down a few the the "Greats" that I remember but Ol' Desk is getting forgetful so don't be hurt if I left you out:

Frank Ward (My Chief on the SS PARISMANIA); Ed Conklin SS Atenas; Routhan SS Abganares; Ed Jones SS Heridia, Geo Rogers SS Pastories, Jack Dunn SS Calamares, O.H. Fish SS Tenadories, Charlie Horn SS Carrillo, Charlie Haines SS Matapan, Ray Green SS Santa Marta (1915 to WWI)

Most of the ships I recall: SS/s Parismania, Heridia, Abganares, Atenas, Zacapa, Surinam, Coppename, Marawain (lost in a hurricane); Calamares, Pastories, Tenadories, Carrillo, Santa Marta, Matapan, San Jose. There are others but I have forgotten them.

Nearly all of these ships were sunk during WWI carrying frozen beef to France. I hear the same thing happened again in WW2. All has faded into the distant past. After WW-1 came the audion, hetrodyne receivers, tube transmitters and then in the roaring 20's the gradual arrival of short wave communications with its static free reception and on which great distances could be worked on low power.

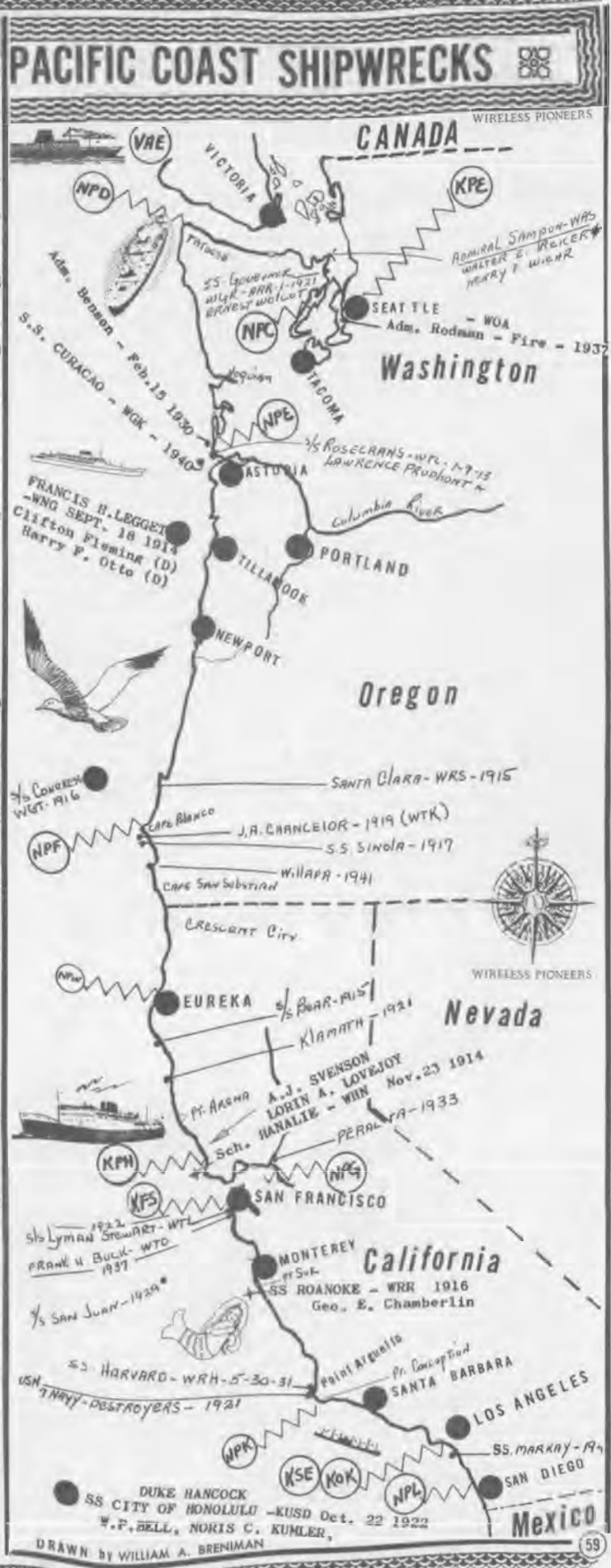
This is my "memory story". It would be hard for those highly unionized Radio Officers of today, the many electronic, TV and other engineer to understand the way of life in the early days of the wireless. But it was fun and for one brought up in a moderate income, hard-working family who got along on the bare necessities, the good food, the easy life plus the travel and comforts of a good wireless job was something doubly appreciated by us who can now think back about how really wonderful

this kind of life was. It is the ... end of an era. 73 to all my old shipmates and friends from Ray Green 395-SGP. - 30 -

Ray Green's address:  
181 Duxbury Avenue,  
Port Charlotte, Florida  
33950. W4HMP.



30



DRAWN by WILLIAM A. BRENNAN



# Ship on the Streetcar Track



## A True Story By - Fred V. Griffin 843-SGP

While Fred V. Griffin is one of the newer Society Members (843-SGP), he is an "old timer" and has been at the key since 1911 when he was on the *Tag Grant* and *Lorne*. In 1912 he "graduated" to the *S.S. Humbolt*, *Jefferson*, *Buckman* and then many years of sailing. He was European Manager for IWT with HQ in London for quite some time. Fred is listed in Dick Johnstone's "MY SAN FRANCISCO STORY". He is 80 years "young" ... a busy business man and "right on the bit!" We hope you enjoy Fred's story. Says more will be coming our way later.

**A**s a world traveller for many years I have encountered many unusual experiences but one which is outstanding in my mind when reviewing the past brings me back to the days when I was a ship's wireless operator.

The period was quite some time back when wireless was first used aboard ship and a few years later when the United States Government saw fit to decree that it be made compulsory for all sea-going ships to be equipped and carry a wireless operator to keep watch over the sea lanes and be prepared to stand by his apparatus in times of distress either for his own ship or any other vessel which may call for assistance. He kept a log of all other ships in range and kept up communication with them so as to be prepared in case of need.

At this period, the American Merchant Marine was quite small for the United States had not widely entered world markets and the young American had not taken to the sea. However, with an ever promising prospect of shipping expansion, schools were being set up and training was commencing for the young men of vision and a yen to see the world.

BUT... ships were being built faster than young men could be trained and in the meantime some other method of manning our ships with men of the right experience had to be found.

The gap was eventually filled by many European sea-faring men

from Norway and Sweden both nations of sea-farers from the days of the sturdy stock of the Vikings. They were natural born sailors down through the ages and most of them developed their training in a very practical manner, usually starting by riding the waves of the North Sea in a small fishing schooner weesting a livelihood from the fishing banks.

From these diminutive vessels they graduated to world trading merchant schooners, brigantines and full-rigged ships -- They sailed the seven seas on voyages lasting from several months to years and during the whole period their only communication with the owners was through their agents at ports of call. The only exception in the matter of communication was the very occasional flag signalling to passing vessels and then more a matter of general comment, cargo and "where bound" information.

At sea, the captain was in supreme command - king of an individual world in the middle of the tempest tossed watery vastness - he was completely self-reliant and void of all communications which may assist him in any manner - month in month out, there was never a word from the world beyond the sea.

This introductory picture of our sea-faring men from other lands may appear superfluous but to the point of my story it has a great bearing on the climax, for one must understand the training, experiences and consequent turn of mind of such men - different minds in a different changing world, a doubtful balance which can bring unpredictable results.

And so, the American Merchant Marine was on its way, steamships carrying the United States flag travelled the ocean lanes and the old 'square-riggers' was fast becoming a museum piece.

The 'old salts' from Europe were beginning to turn up their noses at the idea of steam - they handled sails not monkey wrenches - this was the general line of their thoughts.

It was difficult but nevertheless they gradually accustomed themselves to 'the world of shipping progress' and all was going reasonably smoothly, when a new shock was added to salt befuddled minds - a new-fangled gadget called wireless had invaded their sea-faring privacy.

This was about the last straw, for through its communicative powers they were in constant touch with head office and this certainly was a far cry from the old days of the 'captain supreme'!

They hated wireless from the very start and they also hated the operator which the law had forced upon them - they ridiculed the apparatus and its functions and did everything possible to make things uncomfortable for the operator.

They saw themselves as puppets of an office staff and took out their feelings on the operator - if they could disgust and confuse him, they hoped to re-gain some of the old individuality of the sea.

They were fine fellows really but it is quite understandable that their kind of sea-faring upbringing would set up a mental wall to the new conditions.

(Turn to Page 61 please)



"IT SURE LOOKED A LOT BIGGER ON THE BILL BOARD, COMMANDER QUINBY"

# CAPT. NORGE LOST HIS COOL ... "VELL ALMOST!"

They refused to accept wireless messages until all the growling was off their chests, fixes (ships positions given from shore stations) were 'just a laugh' in their estimation and simply couldn't be any good for navigation purposes, for they had always relied on the stars and the sextant. Pickups of news and information of other ships hundreds of miles away were treated as ninetyfive per cent 'hunk'.

Now, I happened to be one of these modern annoyances, as wireless operator on the S.S. Marsina (VEY) out of New Jersey and bound for Mediterranean ports, - Algeria, Tunis, Malta, Alexandria and finally to Turkey to pick up a load of chromore.

Captain Norge (this is a fictitious name for obvious reasons) was the skipper - of old square-rigger days - 'nuff said - To make feelings more difficult, the wireless apparatus gave a lot of trouble and finally the motor burnt out - however I got by on the auxiliary batteries but with considerable reduced efficiency. You can readily see what this did to skipper Norge - he just discounted the wireless completely.

Troubles at sea usually grow, and added to wireless difficulties, the new turbine engines were 'kicking up' - also and the load of chromore in our hold was piled in pyramid form to give best balance ( or at least that was the principle) and when we passed Gibraltar and got into the open Atlantic we encountered a long heavy swell - now, the S.S. MARSINA was a flat bottomed vessel and automatically she began to swing like a pendulum, the long swells of the waves and the heavy bottom load of ore working in perfect unison to develop a 'crashing' side roll.

For practically all the voyage across the Atlantic this tossing around lasted - everything and everyone was tossed around every hour of the day and night - all nerves were on edge, not to say the least, those of Captain Norge.

But the happy day came when we were nearing the coast of New Jersey - well at least it was a happy day from the nearness of home - the swells had abated BUT became replaced with heavy fog. There was dead calm and solid blackness. Engines were cut to slow-slow as we crept very cautiously along our course.

The skipper had been in the chart house day and night continually trying to set our position but without stars it was practically impossible to set it with any degree of correctness. I had kept my ears to the airwaves on a continuous vigil and was just hustling to get our position by wireless - I suddenly decided to do so on my own initiative, for I knew that if I approached the skipper all it would mean was a swift kick in the rear and a resounding wallop as I was thrown out of the charthouse.

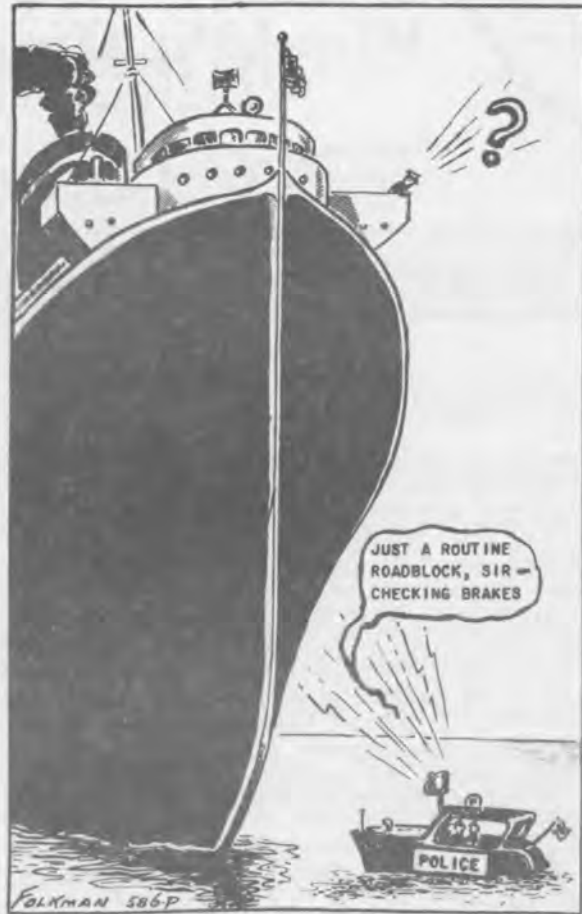
Calling Cape May wireless station I requested a bearing - then turning to the southern shore I made a similar request from Rehoboth - in a few minutes the desired bearings were received. I might say that such bearings when set on the navigation chart should cross at the point of the ships position.

I felt that I had finally been useful and quite gaily dashed up to the charthouse - "Vot de hell you vant, ya goddammed oberator" greeted the skipper. "Nothing much" I replied just got these bearings, thought you would like to have them. Grabbing my notes he barked "goddam wireless, no goddam good come 'ere you bastard - I'll show you".

He fairly slammed his rule on the chart - plotted the position I had given him, then turned to me - "Look you fool oberator - I show you - 'ere's your crazy bearings" - "see sat? - see how good you are? - your goddam wireless bearings put us right on the street car tracks" and he growled like a lion.

I turned to beat it out the charthouse before he slugged me with his stool - when suddenly CRASH!!!! - writhing, shivering and rolling, the SS MARSINA piled up on the New Jersey Coast.

In the midst of the terrific nerveracking shock, I just had to let out a wild laugh - "Do you believe wireless now skipper?" I fairly screamed at him.



"Get out you blasted idiot - send S O S and damn quick".

I scampered to my cabin on the after end of the upper deck, flung myself on the key and sure rapped out the S O S fast. The silence signal rolled in from Cape May and communication was set up, help was on the way. I might say that the 'silence signal' is the means of stopping all other ships communicating in order to make clear atmosphere for the distressed ship.

We had crashed the beach head on - it was early hours of the night and as we waited for help to arrive, a breeze sprang up we had no control over the ship's movements, she was getting back to the pendulum movement again and as the breeze increased, she gradually swung broadside to the shore, sat on the bottom and rolled crashingly from port to starboard.

Each wave brought another crashing roll, pounding on the beach, throwing everything and everyone all over the decks - it was a maddening night, just standing and waiting for the final crack-up each minute, and the sound of cracking hull plates was an added agony to the tension filled atmosphere.

In the middle of the nightmare, the coastguard cutters arrived and sling lines aboard with great difficulty and finally making connections, proceeded to tug with all their power trying to straighten us out and gain a position from which we could be slid off our precarious position.

The night went on and what seemed weeks later - for hours can stretch into untold lengths in turbulent times - brought a streak of morning light into the sky, I thanked God for that beam, it made me feel that there was still life in the world.

The cutters were tugging like wild animals, and the dawn was breaking. I stood holding tight to the doorpost of my shack, suddenly the sun burst through and I saw the beach. I looked I gasped, I laughed, the skipper's words in the charthouse the night before loomed up before my mind's eye -

He sure was right - I WAS LOOKING AT THE STREET CAR TRACKS at the end of the line at Rehoboth, New Jersey! "Your Goddam wireless bearings put us right on the street car tracks" the skipper had said - how right he was, for I could have thrown a pebble on them with the greatest of ease. - 30 -

COLD FRONT

## World's Heavyweight

WARM FRONT

STATIONARY FRONT

## Championship Fight

12-ROUNDS, NO DECISION BILL BRENNAN-REFEREE



CLEAR



PARTLY CLOUDY



CLOUDY

**T**his is a classic battle between the two armies of nature. It is a continuing fight 12 months of the year between 'Kid Coldheart' representing the LOW PRESSURE AREAS of the world and 'Sluggo Updraft' representing the HIGH PRESSURE AREAS. There has never been a clear-cut decision as the two opposing forces directly collide on the battlefield. The aggressor is usually Kid Coldheart with his advancing cold mass which he throws low - as a wedge, forcing Sluggo Updraft to rise and throw long punches from the top.

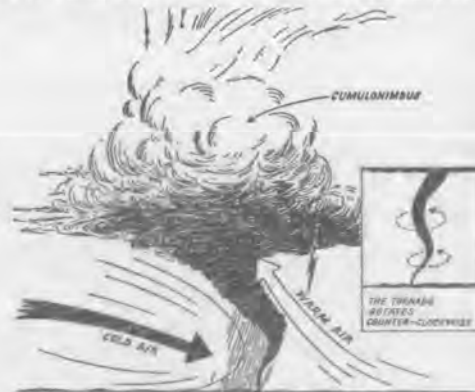
The "ring" is usually the median latitudes which is the main arena for the battles as they constantly and relentlessly challenge each other for domination.

While many of us do not have a ringside seat to the relentless fights which go on constantly, Radio Officers and mariners on ships at sea are generally seated "front row-center" and are constant spectators to the battle of champions which never ceases.

While we could mention the techniques each fighter uses, it is usually so varied that no two fights are ever the same, although some orthodox methods prevail, both by Kid Updraft throwing his 'Sunday-punch' which we nickname the typhoon or hurricane punch in an effort to down his adversary



10 MPH



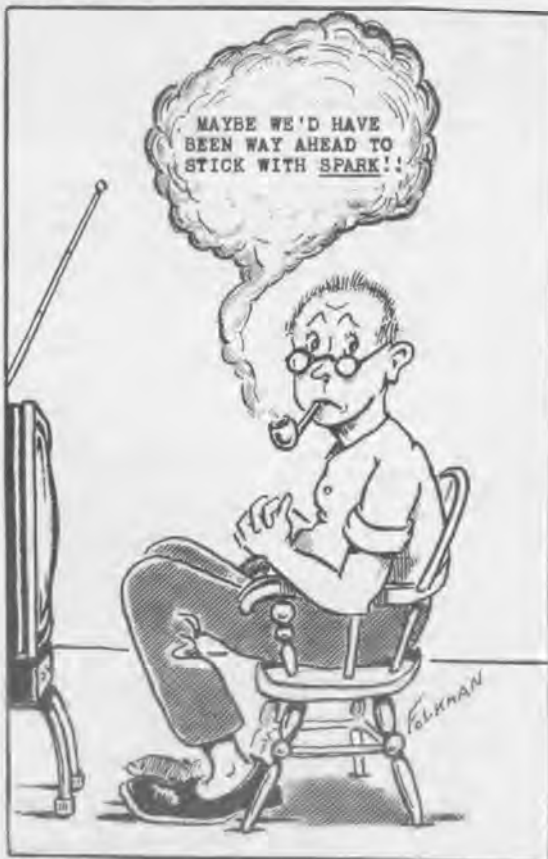
or bowl him over while Sluggo Updraft counters with his frigid marrow freezing smashes from the North.

There is no cost for admission to this greatest of all combats which continues its full course. The only thing the shellback has to watch, and duck, is a wild punch now and then which might suck him in - thus placing an innocent spectator on the casualty list and adding him or his ship as a statistic.

## STATISTICS / TROPICAL STORMS

NORTH ATLANTIC FOR 65 YEAR PERIOD

May	8	Sept.	156
June	27	Oct.	124
July	34	Nov.	28
Aug.	106	Dec.	2

N  
25 MPHSW  
15 MPH

Centers of action

## TROPICAL CYCLONES INCIDENCE

AREA	AV. PER YEAR	GREATEST FCY	TOP
West Indies	6	June to Nov.	Sept.
China Seas	22	May to Nov.	Aug.
Arabian Sea	2	Apr/June & Sept/Jan.	June
Bay of Bengal	10	May to Dec.	Aug.
So. Indian Ocean	6	Nov. to May	Feb.
So. Pacific (Fiji etc)	2	Jan. to July	Jan.

# CYRUS FIELD

## AND THE NORTH-ATLANTIC CABLE

BY...ALFRED K. ALLAN

**I** would like to link the American mainland with Newfoundland by the use of a telegraph cable."

The speaker was a Canadian engineer, Frederick N. Gisbourne, and he was broaching this daring plan to Cyrus Field, one of the most successful business-men of the day. "Would you be interested in financing me?" he added.

Field spent several days considering the idea. An electric telegraph from Newfoundland to New York -- yes, it could be laid, Field was confident. But why stop there? With mounting excitement, he envisioned a cable stretching all the way across the Atlantic to link America with Europe. What a great boon to communication between people that would be, he mused.

It was an undertaking to test all the courage and resourcefulness of a man of vision could summon.

The monumental project was launched in 1856 with the linking of Newfoundland and Canada by a 95-mile cable. But the laying used up most of the \$1.5 million Field had raised for the venture from his own funds and those of his friends. Further capital was urgently needed. But no more American investors were available, so Field sailed at once to England. There, he secured backing to the extent of \$1,750,000 and arrangements were quickly made to use two ships, the sleek American frigate Niagara and the British naval vessel Agamemnon.

Early in August, 1857, the two ships left Valentia, Ireland. The Niagara was loaded down with 1300 miles of cable, enough to lay halfway across the Atlantic. The Agamemnon, carrying 1200 miles of cable, would complete the link.

Four hundred miles of cable were laid. Then suddenly the cable snapped and was lost in 2000 fathoms of murky sea water. Sadly, the two ships headed back to Valentia. The first attempt to lay a transatlantic cable was a \$500,000 failure.

Many said that Field was a fool, that his idea was wildly impractical, but Cyrus was more determined than ever to realize his dream.

Two years later, a second attempt was made. The Niagara and Agamemnon met at sea, midway between Ireland and Newfoundland. The cables of the two ships were joined and both ships set out slowly in opposite directions, paying out cable as they drew farther and farther apart. But the cable kept splitting, and finally the two ships had to give up and again return to port.

To continue, more money was needed, so Field returned to Europe. Most investors were by this time skeptical and saw small hope for the venture's success, but Field doggedly combed the investment world until he found speculators still willing to take a chance. Late in July of 1858, his ships left port for a third attempt. This time they succeeded in laying the cable without any initial difficulty.

On August 16 a telegraph operator in Valentia clicked out a message to an anxiously waiting group in a shack near Trinity Bay, Newfoundland. "To the directors of Electric Cable Company in the United States," the message began. "Europe and American are united by telegraph. Glory to God in the highest and on earth peace, good will towards men".

A few seconds later, a second message came through:

"To the President of the United States. The Queen desires to congratulate the President upon the completion of this great international work, in which the Queen has taken great interest. The Queen is convinced that the President will join her in fervently hoping that the electric cable which now connects Great Britain and the United States will prove

an additional link between the nations whose friendship is founded upon their common interest and reciprocal esteem. The Queen has much pleasure in communicating with the President and renewing to him her wishes for the prosperity of the United States."

Those words, comprising the first official transatlantic cable message, were conveyed to President Buchanan from Queen Victoria.

There were wild celebrations in the streets of New York. The faith of Cyrus Field, it seemed, had at last been vindicated.

Less than two months later, however, the 2000-mile cable suddenly went dead. Too much electricity had been sent through the line, burning up the insulation. No further messages could be sent.

Once again, people turned against Field. He was jeered and ridiculed. But -- "We've proven that a cable can be laid across the Atlantic!" was Field's unyielding reply.

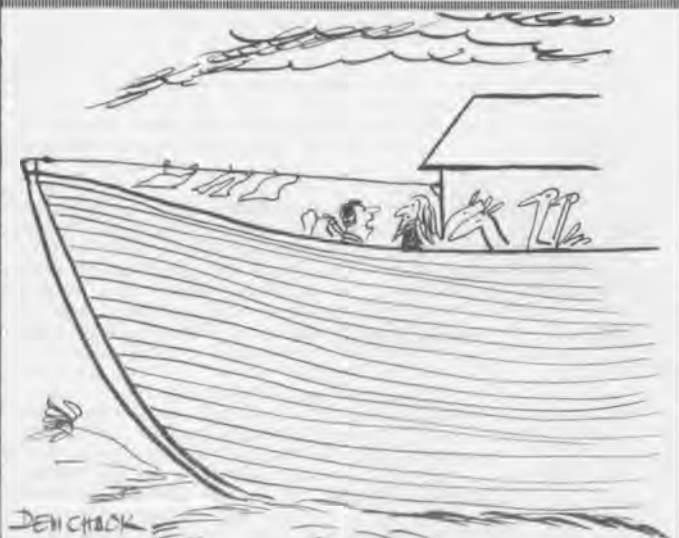
It took seven more years for Field to get together the money and manpower for another attempt. Then, in 1865, a hulking iron ship, the Great Eastern, lumbered out to sea, its tanks loaded with 2700 miles of cable. This cable was heavier and better insulated than the ones used before. The ship managed to lay 1200 miles of cable before the line snapped.

A year later, the Great Eastern returned to the spot and with grappling hooks recovered and completed the cable. The transatlantic electric telegraph was here to stay.

Cyrus Field said, "Often my heart has been ready to sink. Many times, when wandering in the forests of Newfoundland, in the peeting rain, or on the deck of a ship on a dark and stormy night -- alone, far from home -- I have almost accused myself of madness and folly to sacrifice the peace of my family, and all the hopes of life, for what might prove, after all, but a dream. I have seen my companions one and another falling by my side, and feared that I, too, might not live to see the end. Yet, one hope has led me on, and I have prayed that I might not taste death until this work was accomplished. The prayer is answered."

Today the Atlantic is spanned by twenty or more submarine cables which, as part of a worldwide network, unite all continents and together pay glorious tribute to the faith and courage of Cyrus Field.

- 30 -



THE WIRELESS PIONEER

"NO, YOU CAN'T USE MY CLOTHES LINE FOR A SHORTWAVE ANTENNA!"



# The International Canals

## PANAMA CANAL



The Canal Zone: The Panama Canal and Railroad.



**T**here are only three great canals that can be called "international" carrying ship traffic from ocean to ocean. These are Suez, Panama and Kiel. A fourth is the Corinth Canal cut at sea-level and dividing the Peloponnese from the rest of Greece. It is much used by mostly coastal traffic and smaller boats.

The Suez Canal now closed due to the Israeli-Arabian war is the oldest and was of greatest importance in days gone by. It was opened in 1869 - the last of several which joined the Mediterranean and the Red Sea. It is a sea-level canal requiring no locks. Its entrances are protected by jetties from silt carried by sea currents. Length is 101 miles, part of which transits the Great Bitter Lake and Lake Timsah. The minimum width is 197 feet.

The opening of Suez shortened the distance from NW European ports to India by 5000 miles and by somewhat shorter distance, routes to the Orient and Australia. Suez has been one of the focal points of world shipping. Nine of the great powers met at Constantinople in 1888 and signed the Suez Canal Convention which agreed that the canal should always be free and open, in time of war or of peace - to all flags.

When Egypt took over the canal in 1954 it decided to "nationalize" the canal and this provoked the "Suez Crisis" in 1956. This was due more to fear that terms of the 1888 Convention would not be fully honored, rather than the actual nationalization itself. Since then and until the Arab-Israeli war, the Egyptians have operated the canal smoothly and Egypt has adhered to the letter of the 1888 Convention.

The short war of 1956 did focus attention on the grave importance to Europe of Suez and has been responsible in part for the building of larger ships and tankers which could make the 'long-haul' around the Cape of Good Hope, to insure fuel for Western Europe. The Arab-Israeli conflict has made such action necessary and the ships being built today will not be able to use Suez even if the canal is once again placed in operation.

### PANAMA CANAL

This canal, like Suez was built to avoid a long, costly and often hazardous trip around South America. The construction was technically far more difficult than Suez and maintenance more expensive so tolls to transit are higher. This is perhaps one reason why ships still use the Straits of Magellan or even go around the 'Horn'. Never-the-less, volume increases yearly.

Panama, like Suez is open to ships of all nationals and this is guaranteed by the Hay-Pauncefote Treaty signed in 1902 which is very similar to that pact signed in 1888 on Suez.

Fears were expressed of the vulnerability even before it was opened so in 1914 the United States concluded the Bryan-Chamorro Treaty with the Republic of Nicaragua for the rights 'in perpetuity' to construct a canal across that country. This right, which was acquired as a type of insurance has never yet been exercised although much is written about the project,



Reprinted by permission - Photo Credit THE CHRISTIAN SCIENCE MONITOR

### KEIL CANAL

This canal was cut by the German government across the base of the Danish peninsula and opened for shipping in 1914 and designed to shorten the voyage from German Baltic ports to the North Sea. Since its purpose was strategic as well as commercial and since it was entirely within German territory, passage was at the disposition of the German government until the Treaty of Versailles the canal was open to peaceful commerce of all nations and made "international". This was denounced by the Third Reich in 1936 and the canal accepted traffic of only friendly powers until the end of WW2 when it was again opened to traffic of all nations,

although without benefit of treaty.

There are many other canals in the world but they are not classed as 'international'. Among those carrying the greatest volume of traffic is the Sault Ste. Marie; the St. Lawrence Seaway; The Albert Canal in Belgium (Meuse River near Liege to Sheldt River near Antwerp); The Amsterdam-Rhine in the Netherlands; (Amsterdam to Tiel); Cape Cod, Mass (Buzards Bay to Cape Cod Bay); Manchester England (Mersey Estuary to the City of Manchester); Moscow-Volga in USSR (Moscow to Volga River); The Welland Canal, etc.

(...de WAB)

# HOW THE PRESS "BROKE" NEWS OF MARCONI'S SUCCESS

FRONT PAGE STORY, S.F. CALL, DEC. 15 1901 SEE COPY PAGE 66

FURNISHED BY: CHARLES H. KESLER 95 SGP

Pages 33 to 46 **The San Francisco Call.** Pages 33 to 46

VOLUME XCL—NO 15.

SAN FRANCISCO, SUNDAY, DECEMBER 15, 1901—SEVENTY PAGES.

PRICE FIVE CENTS.

## MARCONI SOLVES PROBLEM OF SIGNALING ACROSS ATLANTIC OCEAN WITHOUT WIRES

SCHLEY DOES  
NOT DESIRE

WAR OF THE RIVAL COPPER CONCERNS  
CAUSES A FURTHER SLUMP IN PRICES

STARTLES  
SCIENTISTS  
OF WORLD

Message Sent to England  
Is Received at St.  
Johns, N. F.

By the Use of a Kite the Letter  
"S" Is Twice Sent  
to Signal Hill

Careful Preparations and Most  
Useful Apparatus Arranged by the  
Wizard Before His Wonderful  
Achievements.

St. Johns, N. F., Dec. 15.—The  
message sent to England by  
radio waves was received at  
St. Johns, N. F., today. The  
message was sent by the  
kites on Dec. 12, and was  
received at St. Johns, N. F.,  
today. The message was  
sent by the kites on Dec. 12,  
and was received at St. Johns,  
N. F., today. The message  
was sent by the kites on Dec.  
12, and was received at St.  
Johns, N. F., today.

It is thought it is a  
"with the sea breeze, which  
caused a fall in the price of  
copper. The price of copper  
is now at its lowest point  
in years. The price of copper  
is now at its lowest point  
in years. The price of copper  
is now at its lowest point  
in years.



RADIO VON CABOTS TOWER, ST JOHNS, NFLD

BY: WALTER D SMITH 267-P

FIRST RADIO STATION TO COMMUNICATE WITH EUROPE. ORIGINAL  
MARCONI'S EXPERIMENT. FISHERMANS HOME ON SHORE WITH  
BOAT IN FOREGROUND. PIX BY WALTER D. SMITH 267-P



# PX-1901: SF CALL RECORDS

## "MARCONI-EPIC"

### HISTORY IN THE MAKING

We thought perhaps our members might like to turn back the pages of history - 70 years, to see how the newspapers of the day handled their press dispatches. This historical event is reproduced here exactly as published by one of the Great Newspapers of the day - long since suspended). The text (too small to read on reduced copy Page 65) is reproduced here in type that members who do not boast 20/30 vision may be able to read. Thanks to SOWP Member Charles H. Keeler/95-SGP for the original copy of the "CALL", also to SOWP member Walt Smith/267P for pix he took many years ago of exact location of Signor Marconi's experiments, which have ... made history.

TEXT OF DISPATCH TO THE CALL - MARCONI STORY  
DEC. 15, 1901.

ST. JOHNS, N.F. DEC. 14 - Marconi announced today he successfully received by wireless telegraphy at the station on Signal Hill messages from a station recently erected near The Lizard, in Cornwall, England. These messages, Marconi said, were received on Wednesday and Thursday afternoons. He had arranged with the Cornwall station that the letter S was to be signalled at 6 o'clock in the evening, which would be 2:30 o'clock here, and the signals were received as arranged on Wednesday and Thursday, though no signal came yesterday or today.



"MARITIME LOCAL 711 - WHO THE HELL IS CALLING PLEASE?"

"I thought it advisable," said Marconi "with the machinery which has escaped damage at Cornwall to see whether it was possible to obtain signals here from England at the same time I tried experiments with transatlantic liners. When the kite elevated the wire to a height of 400 feet above Signal Hill on Wednesday a number of signals consisting of the letter S which signals were ordered to be sent from Cornwall, were clearly received on Signal Hill by the receiving instruments. We again received signals perfectly on Thursday.

### SUCCESS CHANGES PLANS

The signals were obtained only when the kite was up to a considerable height. For some reason yesterday nothing was received, and today we could not get the kite up on account of weather.

It has been blowing too heavily every day for the balloons, which would be best to experiment with.

"The success of these tests will alter my plans. I intend to suspend further tests with kites and balloons for a short time and erect a large station here at a cost of \$50,000 having towers or masts for supporting the wires. This, of course, provided there is no Governmental or other objection. This will necessitate my going back to England at the end of next week in order to have the necessary equipment sent here with suitable transmitting machinery and other requirements.

By that time I hope to have the Cape Cod station in working order again, so as to complete the regular triangular service. No doubt the success of my experiments here will cause a sensation in telegraph circles and many will find it difficult to believe. I myself had a very little doubt as to our ultimate success, but I thought it advisable not to communicate before-hand the exact scope of these tests, as I considered it would be better to assure myself of success before publishing the details even of the installations at Cornwall.

### STATION VERY POWERFUL

Signor Marconi's station in Cornwall is very powerful. He possesses an electric force, generated there, a hundred times greater than his ordinary stations.

When certain of success Signor Marconi cabled to his principals in England and also informed the Governor of Newfoundland, Sir Cavendish Boyle, who apprised the British Cabinet of the success of the experiments.

Signor Marconi, though satisfied from the genuineness of the signals that he has succeeded in his attempt in establishing communication across the Atlantic without the use of wires, emphasizes the fact that the system is yet only in an embryonic stage, and that the possibility of its ultimate development is demonstrated by the success of the present experiments with incomplete and imperfect apparatus, as the signals can only be

THE WIRELESS PIONEER



received by the most sensitively adjusted apparatus and Signor Marconi is working under great difficulties owing to the conditions prevailing.

#### DISTANCE IS 1700 MILES

The Cornwall coast is 1700 miles from St. Johns. In view of the success attending these trials Signor Marconi will for the present disregard the matter of communicating with trans-Atlantic steamers. He will return to England next week and will conduct experiments from Poldhu himself. He explains that the great electrical power there will enable him to send more effective signals. He will undertake this work himself, leaving assistants here to erect a mast and receive the signals as he forwards them. It is not possible to send return signals from here until a powerful electric battery shall have been installed.

Sir Robert Bond, Premier of Newfoundland, offers Signor Marconi every facility within the power of the Colonial Government for the carrying out of his plans

#### CHIEF MOORE IS SHOCKED

WASHINGTON, Dec. 14. - Marconi's announcement that he has been in communication with Cornwall from the Newfoundland coast has had a startling effect on scientists and public men in Washington.

Willis L. Moore, Chief of the United States Weather Bureau, expressed great surprise and gratification at the news. When told that Marconi had announced that he had been in communication with the British coast from Newfoundland, Chief Moore said:

"In the first place, I am shocked, as you can well understand. I am surprised but most agreeably so. Marconi is certainly to be congratulated on his great achievement and the entire scientific world will welcome the news. I knew that he was hoping to communicate with moving ships at a distance of 200 miles, but I did not expect that he would get favorable results. I should have been fully as much surprised he had done this as I am now that he has signaled to Cornwall". 30

(Continued from upper right - SINKING OF THE BEAR), and four sailores. The Captain and two sailors remained on the bridge until morning. Our boat was blinded by thick fog all night long but finally picked up by a tug from Eureka. After resting up at a hotel, I returned to the ship. I stood by on the beach for a whole week and went back to the wreck daily by boatwain chair. Radio communication with emergency transmitter was established and maintained with "KPH" while the wrecking crew and tugs tried hard to pull the ship off the reef. Efforts were in vain since the ship hit at high tide and when the tide ebbed it was fast on the rocks. It was an experience I shall never forget.

Another experience was on June 12 1917 while aboard the SS Governor (WGR) enroute Seattle to San Diego. We again got caught in a thick fog and had a collision with the US Revenue Cutter McCulloch". To make it short, we sunk her in 36-minutes. I have the only picture taken and furnish it for another story later.

Another time on the SS GEORGIAN (WKG) enroute Saigon in 1946 our steering gear went adrift and we headed for the rocks, but a "holler for help" bought a tug in time to pull us out into deep water. Crossed the Atlantic seven times in my 14 years at sea, narrowly missing drifting mines after WW-2 many time. Am now a SPKY 86. Still jog, bowl etc. Best 73 to all of my old buddies. (de) Leon S. Grabow Sr. - 30 -

## THE LAST OF THE GOOD SHIP



By

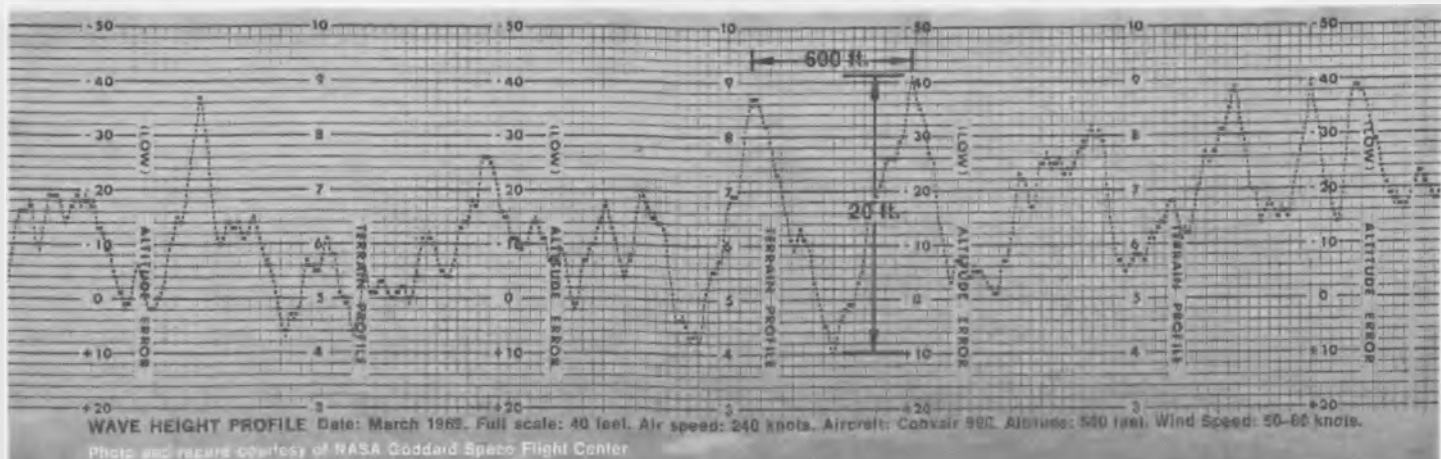
Leon S. Grabow Sr. 421-SGP

The good ship "BEAR" was serenely coasting along from Portland to San Francisco until suddenly enveloped by a thick fog on the Humboldt and Mendocino County coast on this fateful day of June 14 1916. This section is noted for its trecherous undertow current, and without warning we were picked up and landed on the shelf of Blunt's Reef. This happened about 10 PM when I was suddenly awakened by a stiff jar of the ship

I jumped out of my bunk and reported to the Captain on the bridge in my pajamas. The Captain said "Standby Sparks" we may need you soon. At 10:21 PM he ordered me to shoot out the "SOS" distress signal. Within an hour or two we had nearly half dozen ships around us. Life boats were lowered and some 250 souls went with them. All were saved except two passengers - a mother and teenage daughter plus two members of the crew who were also lost. After midnight the Captain ordered the last life boat to carry the Chief officer, Chief engineer, Chief Steward, myself (See lower left column)

Photo Credit - LEON GRABOW, SR.





## The truth about the North Sea

**Flying 275 mph, at 200 to 500 ft., the Geodolite 3A profiled the giant waves beneath the plane to an accuracy of 4 inches.**

The waves were running up to 46 feet high and the wind was blowing 40 to 60 knots. Perfect weather for NASA's mission over the North Sea and the North Atlantic. Objective: establish a quantitative relationship between microwave emission and sea surface conditions, especially for very rough seas.

Five data gathering flights were made in March 1969 involving more than 30 people and three instrumented aircraft. Two of the planes, a Convair 990 and a Lockheed EC121, were equipped with the Geodolite 3A, precision laser altimeter.

The role of the Geodolite 3A was to provide sea truth data, to profile the height of the waves beneath the plane as it skimmed the sea at 275 mph.

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Spectra- Physics, Inc., 1250 West Middlefield Road  
Mountain View, California 94040

Looking through an optical window, the Geodolite transmitted an AM modulated laser spot 1" in diameter onto the reflecting wave surfaces below. It precisely measured the rapidly changing distance between the plane and the sea by comparing the phase difference between the transmitted and returned beams. The instrument's analog voltage output was converted to an easily interpreted strip chart wave profile.

The accuracy and precision of the measurements made by NASA can be seen in the above photo of a slice of the Geodolite data recorded on a Varian Statos I recorder. Waves ranging from 6 inches to 46 feet high were profiled with 4 inch resolution.

Other airborne uses of the Geodolite include: ground roughness determination, military reconnaissance, beach slope profiling, ice pressure ridge height analysis, high resolution terrain profiling for photogrammetry and precision altimeter measurements for equipment calibration.



# DIRECTORY OF MEMBERS-Roster

ARRANGED  
IN SERIAL  
ORDER

This Roster lists in SERIAL ORDER the PROFESSIONAL WIRELESS/RADIO TELEGRAPHERS in sequence order of their joining the SOCIETY OF WIRELESS PIONEERS.

Each has been approved by our Membership and Credentials Committee and will be carried as "LIFE" members with exception of those marked with an asterisk (\*) who have not responded beyond their initial contact. Those who do not respond will be dropped in future issues. Those marked ● indicates "SILENT KEYS" (With date if possible) and will be retained on the roll of the Society in perpetuity. This is a prestigious group of "Professionals" that can be found nowhere else in the world.

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440. Wayne J. Sulser	516 William L. Smith	592 Harold A. Lloyd	674 John C. Irvin
441. Gordon McLeod	517 Donald W. Warden	593 Richard D. Carter	675 Norman E. Brown
442. Loren A. Lovejoy	518 Herman A. Fischer	594 Elmer F. Whitney	676 Charlie Lindh
443. Claude W. Sheats	519 Wayne Mason	595 R.S. Fulton	677 Carl G. Daubendick
444. Walter E. Britton	520 James E. Ruggles	596 Kenneth M. Durkee	678 Wilson T. Jarboe
445. George Meister 3-2-71	521 Roy Mock	597 Robert K. Pirie	679 Wilfred F. Lord
446. Charles B. Lax	522 Dalton J. Bergstedt	598 Fred J. Elser	680 Walter W. Lindner
447. George J. Gray 8-2-70	523 Edward J. Green	599 Francis H. Johnson	681 John E. Dalby
448. Alfred E. Edwing	524 Charles E. Kranias	600 William De Mello	682 Charles L. Gardner II
449. Arlie Wayne Prather	525 James H. Steger	601 Albert C. Kennyhertz	683 Edward W. McGinnis
450. Leland L. Fuller	526 Elmer R. Riddle	602 Floyd W. Seward	684 Buckner N. Harris
451. Elmer F. Dishon	527 Walter G. Henderson	603 Percy C. Pike	685 (Mrs) Elsie H. Hermanson
452. Thomas A. Curtis	528 John H. Kelley	604 George A. Partridge	686 James L. Dixon
453. Theodore W. Kelso	529 Edward G. Arnold	605 William F. Jordan	687 Joe S. Chamberlin
454. Samuel S. Kale	530 Maurice J. Blais	606 Danforth Barney	688 Charles H. Heas
455. Albert C. Fox	531 Lewis B. Noah (*)	607 George D. Wood	689 Orville B. Sivens
456. Charles B. Francis	532 William L. Barris	608 George R. Edwards	690 C.J. Caschbeer
457. George P. Dery	533 Jacob L. Ritzen	609 Lawrence Rossiter	691 Marshall Z. Oatman
458. Paul W. Driggers	534 Will A. Shaw	610 New R. Landry	692 John O. Norback
459. Albert C. Moltzer	535 Monroe Upton	611 Bernard R. Sanders	693 John M. Clayton
460. Anthony C. Tamburino	536 Richard Wolf	612 Herschel C. Swanson	694 Jefferson C. Boyce
461. James A. Johnson	537 Morton S. Brewer	613 Earl W. Korf	695 Jacob A. Holzenberg
462. Lloyd Espenschied	538 Irving F. Hunter	614 Lawrence G. Merritt	696 George B. Franks
463. Edwin C. Holland	539 Albert L. Woody	615 Earl H. Hanson	697 Julian H. Harwood
464. Herbert H. Hill	540 Harding E. Hull	616 Ernest John Gough	698 Gail G. Benson
465. Andrew L. Shafer	541 Frank E. Reistad	617 John S. Schantz	699 Frank J. Shannon, Sr.,
466. Gilbert A. Trosper/2-6-1971	542 Curtie W. Mason	618 Henry E. Wenden	700 William H. Jones
467. Freeman Lang	543 James W. Holcomb	619 Lewis W. Bear	701 Kenneth A. Trites
468. Gene C. Hallett	544 Percy Hetherington	620 Kenneth G. Betts	702 Henry D. Clark
469. Nick H. Foster	545 Arthur H. Robson	621 Richard K. Brown	703 Oscar E. Darling
470. Ralph W. Hart, Jr.,	546 Ray E. Bolin	622 Philip G. Cronan	704 Eric D. Coburn
471. Hubert E. Thomas	547 Wilfred L. Gray	623 Alfonso V. De Lange	705 Glen Hershberger
472. Allan D. Brodnax	548 Lyman W. Packard	624 Edward N. Dingley, Jr.,	706 Olef W.H. Johnson
473. James W. Graham	549 Cortney Matthews	625 Charles I. Cunningham	707 Albert C. Cook
474. George A. Onsum	550 Theodore K. Bunting	626 Patrick N. Kelly	708 John P. DeBardeleben
		627 Clyde W. Preble	709 Esther I. Given (Miss)
		628 Robert D. Huston	710 Cornelis Glerum
		629 Wayne M. Nelson	711 Hans H. Hilcken
		630 Henry J. Nicks	712 Robert M. Hughes
		631 Oliver K. Robinson	713 Theodore H. Slovinski
		632 Laurence A. Daily Jr.	714 Ed McLeod
		633 Henry W. Barker	715 Stephan Zirko

(\*) No relation to "Ye Ancient Mariner".

# S.O.W.P. ROSTER : CONTINUED

716	Watson J. Justice	791	Charles S. Horn
717	Brenneman F. Quereau	792	Alexander Seidl
718	William J. Higuera	793	Monte Cohen
719	Samuel L. South Jr.,	794	Sebastian Gahn
720	Eugene V. Holzenberg	795	A.C.B. Ravens
721	Forrest G. Roberts Jr.,	796	John Stedman Ward
722	David T. Williams	797	Sherman J. Mallery
723	Virgil J. Hawkins	798	Calvin J. Smith
724	Edgar R. Mumford	799	Harvey J. Robertson
725	George W. Eriksen	800	Sen. Barry Goldwater
726	William F. Wallace	801	Roy E. Cless
727	Lloyd L. Arnold	802	Leo A. Price
728	Gerald W. Garter	803	Merrill D. Beam
729	Joe R. Velis	804	Louis J. Gallo
730	Melvin E. Braeden	805	Glenn E. Palmer
731	Edward R. Earley	806	Carlton V. Bascom
732	William J. Fleck	807	Stanley F. Pachner
733	Wm P.T. Nottingham	808	Alan I. Deacon
734	Richard Mitchell	809	Arthur M. Barr
735	Lawrence L. Weintraub	810	Almon A. Gray
736	Carl Schindler	811	Hunter J. Lehman
737	William Adams	812	Luther E. White
738	Miss Carmella A. Ciserello	813	Delbert F. Banks
739	Francis M. Ryan	814	Joseph L. Crusoe
740	Harvey C. Curtis	815	Arthur L. Vandersluis
741	Albert I. Carmona	816	William L. Little
742	Alban F. Hatzell	817	James A. Miller
743	Edmond H. Colliau	818	John K. Holland
744	Clarence S. Schultz	819	Bjornar Stromanes
745	William E. Vandiveer	820	John W. Livingston
746	William W. Mumford	821	John D. O'Leary
747	William A. Fuller	822	David T. Davis
748	John E. LaMoure	823	Laurance W. Kinne
749	James R. Delaney	824	Harrison Orville Byers
750	Matthew Candilo	825	Robert W. Carroll
751	Eric A. Roberts	826	Seymour Straus
752	George D. Warbach	827	Robert P. Zentner
753	John Yurick	828	Roy A. Curtis
754	Carl G. Anderson	829	Clare H. Myers
755	Oscar A. Heinlein	830	Harold Cagle
756	Ralph L. Norgard	831	Nelson F. Barritt
757	Hans Anderson	832	Victor W.C. Kilian
758	Ralph D. Finch	833	John Blackman
759	Max E. Kay	834	Noble H. Ireland
760	Clarence Van Ordstrand	835	John H. Swallow
761	Lawrence D. Conklin	836	LeRoy D. Paulson
762	Joseph W. Bell	837	William Gottlieb
763	David H. Atkins	838	Herbert J. Scott
764	Hawley C. Oefinger	839	Bo Lee Young
765	Collins R. Buchner	840	Johnny A. Granby
766	Clair E. Mowry	841	Virgil Mumhollon
767	Benjamin B. Blodget	842	Cipriano T. Barrientos
768	Charles E. Biele	843	Fred V. Griffin
769	Thomas A. Kalogerson	844	Roy Peter Philpott
770	C. Ferland	845	Clyde E. Roberson
771	Reginald S. Matthews	846	Ben Farkas
772	Hector R. LaBrie	847	Marvin D. Carmony
773	Ralph P. Thetreau	848	Hosam M. Gregorio
774	Norman I. Macdonald	849	
775	Kenneth Talbot	850	
776	Edward J. Bellefontaine		
777	Donald B. Maston Sr.,		
778	John M. Jeffords		
779	Gus J. Guillot		
780	Anthony J. Thuma		
781	John W. Lambert		
782	Bruce W. Wachtell		
783	John H. Swafford		
784	William C. Willmont		
785	James R. Garcia		
786	Wilbur C. Gross		
787	Eli N. Hirshnicki		
788	Jerome F. Zobel		
789	James H. Goodman		
790	Louis F. Eaton		



## NECROLOGY

DECEASED MEMBERS, SOCIETY OF WIRELESS PIONEERS.  
(From records maintained by Richard Johnstone)

NAME	I.D. SERIAL	DATE OF DEATH
1. Leslie Combs	31-P	June 15 1968
2. Richard E. Jenkins	120-P	Aug. 28 1969
3. C.H. Roy Cronkhite	69-P	Jan. 7 1969
4. Homer D. Jagers	111-SGP	Mar. 17 1969
5. Alfred Dahlstrom	205-V	May 6 1969
6. Sydney J. Fasa	25-SGP	June 14 1969
7. Wilfred Munter	146-P	July 14 1969
8. * Baraden Pratt	252-SGP	Aug. 18 1969
9. Ford King	108-SGP	July 30 1969
10. Mon L. Webb, Sr.	63-P	Aug. 16 1969
11. Jessie S. Knowles	18-P	Dec. 3 1969
12. Ernest D. Fabian	113-P	Dec. 22 1969
13. Edward G. Venner	486-P	Jan. 16 1970
14. Joseph E. Brockway	124-P	Jan. 29 1970
15. Archie D. Warnock	120-SGP	Feb. 8 1970
16. Thomas A. Churchill	377-SGP	Mar. 11 1970
17. G. Paul Gray	162-P	Mar. 15 1970
18. Phillip E. Thorne	84-P	Mar. 20 1970
19. Eugene B. De Turck	327-V	Mar. 25 1970
20. Genj. N. Lazarus	72-SGP	Mar. 25 1970
21. Lester H. Sparks	336-P	April 1 1970
22. Emory L. Simpson	150-P	Apr. 26 1970
23. Charles M. Morenus	30-P	June 24 1970
24. Reginald W. Baer	339-SGP	July 7 1970
25. * Maxwell A. Pehl	320-P	June 11 1970
26. George J. Gray	447-P	Aug. 2 1970
27. Carlos L. Potter	272-P	Aug. 17 1970
28. Walter Alfonso	101-P	Sept. 1 1970
29. Sydney R. Barton	318-P	Sept. 14 1970
30. Charles I. Cunningham	625-P	Nov. 7 1970
31. James F. Burnes	156-P	Nov. 24 1970
32. Gilbert A. Trooper	466-p	Feb. 6 1971
33. George Meister	445-P	March 2 1971
34. Henry W. Dickow	3-SGP/H	April 17 1971
35. * William E. Clyne	78-P	June 5 1971
36. Victor H. Falk	283-SGP	May 17 1971
37. James M. Tasker	570-V	(1971) ???

(\* ) Out of chronological order.

I am fevered with the sunset,  
I am fretful with the bay,  
For the wander-thirst is on me  
And my soul is in Cathay.

There's a schooner in the offing,  
With her topsails shot with fire,  
And my heart has gone aboard her  
For the Islands of Desire.

I must forth again to-morrow!  
With the sunset I must be  
Hull down on the trail of rapture  
In the wonder of the sea.

Sea Gypsy - Richard Hovey

New members who have joined since this page went to press may be found at the end of the book.

THE WIRELESS PIONEER DIRECTORY SECTION



WIRELESS PIONEER

*The*  
**YEAR BOOK**



*Directory*

*Of*

*Membership*

DIRECTORY SECTION

**1971**



DEDICATED TO  
*The*  
WIRELESS PIONEERS

# Roll of Honor

The DIRECTORY OF MEMBERS on the following pages is probably one of the most distinctive lists of professional wireless/radio telegraphers ever published. A virtual "WHOSE WHO" of commercial "brass-pounders".

It is not merely a list of individuals bound together by the common interest of having been professional wireless or radio telegraphers, but more important - a passing view from the "time-capsule" of one of the most amazing periods of world achievements, through the transition of wireless from limited ranges in communications of the sputtering SLABBY-ARCO, DeFOREST, MARCONI and other equipment of early days to the sophisticated equipment recently used to contact Messrs. Armstrong et al, on the Moon !

Many of the Society's members have been closely identified with this amazing progress in fields of invention, innovation, development and administration. Many are numbered among the leaders in electronic fields of progress. We are proud of their impressive achievements. It may be said that many of these great men have become... "legends in our own time".

The Society is also justifiably proud of its roll in uniting and bringing together so many members in this exclusive fraternity - the largest and most unique of its kind in the world. The dedication and strong bond linking our illustrious members reflects the integrity and purpose of an organization committed to zealously guarding the high ideals and heritage of its members.

**SOCIETY OF WIRELESS PIONEERS**







# 1971 - DIRECTORY

Professional Membership

## Society of Wireless Pioneers



THE WIRELESS PIONEER  
DIRECTORY SECTION

### A

SERIAL	NAME OF MEMBER	HANDLE	WIFE	TELEPHONE	CALL	ADDRESS: STREET OR POBox	CITY	STATE	ZIP
240-V	ABADIE, Fletcher a.	Fletch	Lil	415/633-1355	W6JB	P.O. Box 13	Point Reyes Station	Calif.	94956
737-P	ADAMS, William	Bill	Marion	604/298-7073	VE7BVH	1-1093 Nicola St.	MAW Pittness Vancouver	B.C. Canada	
274-V	AHRENS, George W.	Geo.	Zella	214/352-4797	W5FHN	3216 Townsend Drive	Dallas	Texas	75229
101-P	ALPONSE, Walter (D)	Walt	Ethel	503/252-3501	SK	8915 N.E. Prescott St.	Portland,	Oregon	97220
378-V	ALLEN, Hubert L.	--	--	415/366-1078	--	1358 Jefferson Ave.,	Redwood City	Calif.	94052
363-P	ALMQUIST, Carl O.	Carl	Josephine	516/AN-1 9231	WB2WDF	38 Tieber La Pl.	Sailonga, Northport,	N.Y.	11768
757-P	ANDERSEN, Hans	Andy	Eather	213/476-1362	--	427 Gretas Green Way	Los Angeles	Calif.	90049
318-V	ANDERSON, Carl E.	Andy	Ruth	714/755-8648	W6NW	13753 Recuerdo Drive	Del Mar	Calif.	92014
754-PA	ANDERSON, Carl G.	Carl	Marion	707/425-5853	W6YDW	1432 Empire St.	Fairfield	Calif.	94533
47-P	ANDERSON, Oscar R.	Andy	Ina	503/233-7453	W7VH	238 S.E. 63rd St.	Portland	Oregon	97215
251-SGP	APPLEBY, CDR Thomas Tom	Tom	Evelyn	302/W068917	W3AX	A-309/5415 Cosmopolitan Ave.	Washington	D.C.	20015
34-P	ARBUCKLE, Merritt E.	--	--	512/524-3627	--	P.O. Box 738	Port Lavaca	Texas	77979
529-P	ARNOLD, COL Edward G.	--	Genevieve	707/448-1010	W0AT	696 Buckeye Street	Vacaville	Calif.	95688
727-P	ARNOLD, Lloyd L.	--	Carolyn	512/565-4715	--	1030-1/2 West 7th St.	Wabasha	Minn.	55981
351-PA	ASHLEY, Arthur R.	Art	Marge	703/536-8238	W4EXS	1624 Woodman Drive	Wifean	Va.	22101
218-PA	ASHLING, Charles W.	--	--	415/388-7514	KBCIN	450 East Strawberry Drive	Mill Valley	Calif.	94941
57-P	ASPLUND, Rudolph A.P.	Rudy	--	ML	K8KXW	149 Tuscaloosa	Albertain	Calif.	94025
763-P	ATKINS, David H.	Dave	Connie	213/476-6369	W6VX	130 No. Westgate Ave.,	Los Angeles	Calif.	90049
382-P	ATLEE, Franklin	Frank	Margaret	813/360-3681	K4PI	92 - 31st AVE.,	St. Petersburg Beach	Fla.	33706

### B

175-P	BAARSLAG, Karl H.W.	--	Ether	--	--	371 Riverside Dr. (Oct to Apr.)	Tequesta, Fla.		33458	
						Wimble Shoals	Rodanthe	N.C.	27968	
339-SGP	BAER, Reginald W. (D)	--	Alpha	--	SK	1151 Barcelona Drive	San Diego	Calif.	92107	
110-P	BAKER, Earl W.	Chiefie	Ruby	206/TI-121703	W70XE	Rt. 1, Box 270	Olalla,	Washn.	98359	
284-P	BAKER, Joseph W.	Joe	--	415/393-6918	W982AE	223 Fairmont Ave.,	San Carlos	Calif.	94070	
201-SGP	BALDWIN, Edgar V.	Ned	Phyllis	415/584-3394	K8NF	730 Chenery St.	San Francisco	Calif.	94131	
397-P	BALDWIN, PRESTON D.	--	Elizabeth	201/50650	--	111 Maxim Drive	Hopatcong	N.J.	07843	
492-P	BALLARD, Leonard N. Len	--	Louise	904/793-5801	WB4AHR	---	Lake Panasoffee	Fla.	33538	
813-PA	BANKS, Delbert F.	Starchy	Doris	305/685-2348	W4RGA	530 N.W. 124th St.,	Miami	Fla.	33168	
269-SGP	BARKER, Charles R.	Chas	Verona	716/679-7708	--	P.O. Box 384	Fredonia	N.Y.	14063	
633-SGP	BARKER, Henry W.	--	Dad	--	--	Route 1	Carnation	Washn.	98014	
500-V	BARNABEI, Col Allan Barney	Ruth	301/385-3708	--	--	200 East Wayne Ave.,	Silver Spring	Maryland	20901	
606-P	BARNEY, Danforth	Dan	Ann	206/693-1575	W7USQ	9107 N.E. Pietz St.,	Vancouver	Washn.	98664	
842-PA	BARRIENTOS, Cipriano T.	Tobias	Nenita	201/381-0268	K8IEA	243 Donald Avenue	Rahway	N.J.	07065	
831-V	BARRITT, Nelson F.	Nels	Loraine	714/274-0153	--	3822 Sioux Avenue	San Diego	Calif.	92117	
231-SGP	BASTOW, Frank H.	Knarf	Evelyn	714/837-1766	--	46-A Calle Aragon	Laguna Hills	Calif.	92653	
145-P	BARTLETT, Dexter S.	Old Bart	Laura	503/285-8692	--	7405 No. Wall Avenue	Portland	Oregon	97203	
316-P	BARTON, CDR Sydney R.	Syd(D)	--	Deceased 9-14-1970)	--	--	--	--	--	
429-V	BARTRO, Alfred J.	Alf	--	--	--	137 So. Orchard Ave.	Fullerton	Calif.	92633	
806-P	BASCOM, Carleton V.	Collie	Margaret	213/785-6397	WN6DJN	5650 Willie Ave.,	Van Nuys	Calif.	91401	
591-V	BATES, George	--	Ivy	503/363-4573	--	4292 Lemon St., N.E.	Salem	Oregon	97303	
297-V	BAUMGARTNER, Walter	--	--	--	--	C/O: ARA, 341 Market St.	San Francisco	Calif.	94105	
184-PA	BAUMLIN, Leon M.	Lee	Jacqueline	617/945-1864	W1DGB	P.O. Box 224	West Chatham	Mass.	02669	
553-PA	BAXTER, William H.	Bill	--	604/685-2996	VE7VR	#607 - 1250 Bute St.	Vancouver 5	B.C. Canada		
399-P	BEALL, ADM. Irl V.	Ivy	Hildegard	707/433-4757	--	828 Brown Street	Healdsburg	Calif	95448	
803-SGP	BEAM, CAPT. Merrill D.	--	--	608/267-2845	K2BX	Fostertown Rd.	Mt. Holly	N.J.	08050	
619-P	BEAR, Lewis W.	--	Josephine	312/045-5556	--	1073 Warrington Road	Deerfield	Ill.	60015	
224-P	BEATER, George	--	Dorothy	602/985-1359	K7VMK	P.O. Box 3182	Huekhour St.	Mesa	Ariz.	85205
670-PA	BEAUDOIN, Jules	Jules	--	307/284-7065	W1GPY	38 Bacon St.	Biddeford	Maine	04005	
8-FOP	BECHTOLD, Ira C.	Beck	Gladys	213/697-4009	W6NCP &	WAGKOW 1987 Skyline Vista Dr.	La Habra, Calif.		90631	
24-P	BECKER, PETER J. Jr.	Pete	Rose	415/333-6251	--	824 Templeton Ave.,	Daly City	Calif.	94014	
663-P	BECKETT, George P.	Beck.	Nary	509/925-9186	--	Route 5, Box 191	Ellensburg	Washn.	98926	
191-PA	BELFORD, Jerome W.	Jerry	--	--	--	McKinstry Road	Gardiner	N.Y.	12525	
762-V	BELL, Joseph W.	Joe	Margaret	415/848-8688	W6BJO	2285 Virginia St.	Berkeley	Calif.	94709	
776-PA	BELLEFONTAINE, Edward J.S.	Belle	Patricia	604/853-3459	2188	Sherwood Crescent,	Clearbrook	B. C. Canada		
698-P	BENSON, GAIL G.	Ben	Thelma	601/365-1049	W5TM	3915 North State St.	Jackson	Miss.	39206	

# B

311-P	BENSON, Lester A.	Les	Doris	--	W6ZB	12331 Conway Road	St. Louis	Mo.	63141	
350-P	BENZON, C. George	--	Mary	813/735-1103	--	Apt. 320, Clydebank Bldg.,	5 Gatehead Drive	Braned Beach	Florida	33528
522-V	BERGSTEDT, Dalton J.	Dalt	Hazel	415/345-5573	W6AUI	704 Birch Ave.,	San Mateo	Calif.	94402	
305-P	BERNHARD, Robert H.	Barney	Elizabeth	--	K6CFC	718 East Avenue K-8	Lancaster	Calif.	93534	
197-V	BERNSTEIN, Benjamin	Bernie	Rose	212/MA5-6982	--	c/o: Electric, 302 Atlantic Ave,	Brooklyn N.Y.		11201	
515-V	BETTS, Edward A.	Ed.	Hazel	714/649-2537	KAIMR/KAIAB	P.O. Box 248	Silverado	Calif.	92676	
768-P	BIELE, CAPT. Charles E.	Marjorie		803/449-7067	W2AOS/4	707 - 46th Ave., North	Myrtle Beach	S. C.	29577	
349-P	BIRO, Edward	Ed	Lina	415/531-1401	K6NB	4362 Detroit Ave.	Oakland	Calif.	94619	
889-PA	BIVENS, Orville B.	OB	Lucille	305/665-6174	W4RB	6395 Chapman Field Drive	Miami	Florida	33156	
833-P	BLACKMAN, John	--	Margaret	205/792-6304	W4LTY	Rt. 2, Box 4	Dothan	Alabama	36301	
530-P	BLAIS, Maurice J.	--	Vera	714/796-3488	W6BBV	P.O. Box 251 (25071 Prospect)	Loma Linda, Calif.		92354	
38-V	BLAKE, Charles F.	Charlie	Agnes	602/933-3449	W7BP	11017 Alabama Ave.,	Sun City, Arizona		85351	
767-PA	BLODGET, Benjamin B.	Ben	Jeanette	--	W1VEH	Regional Relay Facility	AFPO, SAN FRANCISCO, CA.		96274	
546-P	BOLIN, RAY E.	Ray	Dorothea	314/993-4022	W6HN	26 Twin Springs Lane	St. Louis	Mo.	63124	
275-PA	BONKER, Dan L.	--	Noemi	206/MA4-2902	WA5KSJ	%Commander 13th CG Dist.	618 2nd Ave. Seattle	WA	98104	
620-PA	BOTTE, Kenneth G.	Ken	--	604/478-1104	VE7XA	2415 Millstream Road	Victoria	B.C.	Canada	
582-SGP	BOWERMAN, W. John	Jack	Marjorie	804/656-2758	VE7ZF	935 Ardmore Road	Sydney	B.C.	Canada	
694-PA	BOYCE, Jefferson C.	Jeff	Setty	805/937-4353	W7INR	360 Sharry Lane	Santa Maria	Calif.	93454	
369-SGP	BRADBURY, John A.	Brad	--	--	--	11050 McCormick St.	North Hollywood, Calif.		91601	
730-V	BRADEN, Melvin E.	Mel	Eleanor	--	--	9429 Thornberry Lane	Dallas	Texas	75220	
151-V	BRAND, Earl F.	"EB"	Mig	415/663-1573	--	P.O. Box 468	Pt. Reyes Station, Ca.		94956	
159-P	BEATLAND, Armond D.	Arva	Gladys	213/436-2394	K6EA/WM	1135 Magnolia Avenue	Long Beach	Calif.	90813	
143-P	BRAY, John T.	Jack	Beatrice	--	--	308 Westminster Ave.,	Cherry Hill	N.J.	08034	
353-V	BRELSFORD, Charles M.	Chuck	Doris	716/244-9519	K2WW	255 Danbury Circle S.,	Rochester	N.Y.	14618	
263-P	BRELSFORD, Ernest C.	Ernie	Marie	805/967-6715	K6TZ	4537 via Esperanza	Santa Barbara	Calif.	93105	
1-P	BRENNAN, William A.	Bill	Ruth	707/542-0898	--	3366 Mendocino Ave. (A-15)	Mail: POB 530 Santa Rosa, Calif.		95409	
552-P	BREUER, Herbert J.	Herb	Gladys	--	W6JN	1150 Robertson Way	Sacramento,	Calif.	95818	
537-V	BREWER, Morton S.	Mort	Marion	213/790-1713	W6JU	1936 Lombardy Drive	La Canada	Calif.	91011	
437-SGP	BREARE, William W.	Bill	Ruth	415/386-1941	K6SA	135 Pinta Court	Los Gatos,	Calif.	95030	
481-V	BRIGGS, Lawrence W.	Larry	Kay	301/894-3977	W3MSN	5400 Boulder Drive	Oxon Hill	Maryland	20021	
226-PA	BRILL, Cy S.	Evelyn		516/AT3-3002	--	18 So. Roske Drive	Southampton	N.Y.	11968	
51-P	BRINCKMAN, Frederick E.	Brink	Rose	714/968-2437	K6GY	139 Laburnum Lane	Fountain Valley, Calif.		92708	
444-PA	BRITTON, Walter E.	Walt	--	503/397-1046	W7MN	P.O. Box 504 (225 S. 17th)	St. Helens	Oregon	97051	
124-P	BROCKWAY, Joseph E. (D)	Brock	Erma	Deceased - 1-29-1970	--					
472-PA	BRODNAX, LTCL Allan D.	Al.	Colette	415/453-9143	W6HLD	18 Blossom Drive	San Rafael	Calif.	94901	
288-P	BROOMAN, John P.	Jack	Agnes	604/386-2014	--	1927 Quamichan St.	Victoria	B. C.	Canada	
647-P	BROWN, David L.	Dave	Charlotte	201/277-0242	--	105 New England Ave.,	Summit	N.J.	07901	
				(Winter Address Dec/Mar)		The Tiffany Apts., 431 W. Camino Real,	Soca Raton	Fla	33432	
381-P	BROWN (JUDGE) James	Harvey	Jim	Ruth	213/665-3800	W6VH	1802 Reddendale Ave.,	Los Angeles	Calif.	90026
435-PA	BROWN, John W.	--	May	916/383-8271	--	3225 Julliard Dr. Apt 225,	Sacramento,	Calif.	95826	
675-PA	BROWN, Norman E.	Norm	Letha	209/227-7053	W6BLU	3140 West Swift Ave.,	Fresno	Calif.	93705	
621-V	BROWN, Richard K.	Brownie	Regina	213/DA4-2398	K6GRS	1219 West 135th St.	Gardena	Calif.	90247	
92-P	BROWN, Robert P.	Bob	Muriel	213/591-8834	WA6ZKI	1484 Elm Ave.,	Long Beach	Calif.	90813	
39-P	BROYLES, Hubert D.	Sparka	Gen	312/231-0563	W9IDY	DN-415 Prince Crossing Rd.	West Chicago, Ill.		60185	
765-SGP	BUCHNER, LT. Collins H.	Buc	Dcd.	213/751-7200	W6JEL	8336 2nd Avenue	Inglewood	Calif.	90305	
220-P	BUDDECKE, Charles B.	---	---	NU.	W5DNN	3515 10th St.,	Port Arthur	Texas	77640	
503-PA	BULLIS, George E.	--	Virginia	901/327-5394	W6MHN	205 Waynoka Lane	Memphis	Tenn.	38111	
550-SGP	BUNTING, Theodore R.	Ted	Bonnie	714/724-5731	K6MB	137 Bellariva Court	Vista	Calif.	92083	
256-V	BURGER, Lester R.	Les	Louisa	415/663-1410	K6ETV	P.O. Box 456	Point Reyes Station	Calif.	94956	
484-V	BURGMAN, Elmer H.	Elmer	Virginia	213/776-1360	W6TE	8057 El Manor Ave.,	Los Angeles	Calif.	90045	
99-P	BURNOP, Harold J.	--	Inez	Trailerling	W4XL &	W8ZL (Mailing address):	Dafler	Michigan	49724	
506-V	BURMAN, David	Dave	--	Unl.	--	1064 West Yale Street	Ontario	Calif.	91762	
156-P	BURNE, James P. (D)	Jim	Juhne	(Deceased 11-29-1970)	--	Lived in Baltimore	Maryland.			
809-P	BURK, Arthur M.	Art	Catherine	703/273-1655	W4OL	3810 Janice Road	Fairfax	Virginia	22030	
532-P	BURRIS, William L.	Bill	Seryl	415/591-4592	WA6CJX	605 Miller St.	Belmont	Calif.	94002	
475-V	BURTON, DR. ERSKINE H.	Burt	Dallas	306/WE2-2715	W7SP	4528 No. Verde St.	Tucson	Washn.	98407	
46-P	BUTLER, Elmer C.	--	Dcd	415/324-7914	--	525 No. El Camino Real (A-206)	San Mateo, Calif.		94401	
257-P	BUTT, Harvey R.	--	Elizabeth	301/267-6422	--	118 River Drive, Bayridge	Annapolis	Maryland	21403	
249-P	BUTTERWORTH, Walter J.	Walt	Helen	--	W1GM	14 Washington Park Road	Braintree	Mass.	02185	
123-V	BYARS, Lloyd J.	--	Helen	801/485-3220	W7MY	2210 Lambourne Ave.	Salt Lake City,	Utah	84109	
824-P	BYERS, Harrison Orville	"HO" Billy		316/683-3583	W6LA	1727 North Fountain	Wichita	Kansas	67208	
350-V	BYRON, Arthur A.	Art	Dianne	413/354-2262	W6VDS	Route 30 (Huntington Rd)	Chester	Mass.	01011	
227-SGP	BYRNE, Les F.	Les	--	408/334-1886	--	270 East Main St.	Los Gatos	Calif.	95030	

# C

54-P	CADY, Eben K.	Ed	Helen	415/369-1209	--	2330 Roosevelt Avenue	Redwood City	Calif.	94061
830-PA	CAGLE, Harold		Anna	615/477-3382	K4CR	Rt. 10, Box 346	Jonesboro	Tenn.	37659
10-P	CALDWELL, Jim	Jim	Edith	602/298-4267	W7TCQ	6379 East Rosewood	Tucson	Arizona	85711
147-SGP	CAMENISCH, Frank C.	Sr.	Esther	415/453-9090	W6DXA	P.O. Box 414	San Anselmo	Calif.	94960
750-P	CAMILLO, Matthew	Matty	Marian	NP	W2WB	66 Hallberg Ave.,	Bergenfield	N.J.	07621
17-SGP	CANNON, Clifford H. Sr.	Joe	Dcd	408/296-6093	W6TR	2631 Barcellos Ave	Santa Clara	Calif.	95051
360-P	CARLSON, Elmer O.		Helen	707/823-4131	--	331 Navy Street	Sebastopol	Calif.	95472



741-PA	CAIMONA, Albert I.	AL	Della	805/942-2290	W6GWN	615 East Pondera St.	Lancaster	Calif.	93534
847-PA	CAIMONY, Marvin D.	Mary	Joan	812/235-2801	W9MGC	227 Madison Blvd.,	Terra Haute	Indiana	47803
576-F	CARNES, Theodore L.	Ted	Nona	312/741-9123	W9WTN	932 West Chicago Street	Elgin	Ill.	60120
188-P	CARR, Charles J. Sr.	Jeff	Garnett	215/596-7027	Pending	1841 Palo Verde Avenue	Long Beach	Calif.	90815
825-PA	CARROLL, Robert W.	Bob	--	616/963-0083	W6KQZ	Rt.13, Yawger Road	Battle Creek	Michigan	49017
593-PA	CARTER, Richard D.	Dick	Lavonia	215/393-7121	W6JJY	1132 7th St. Apt-10	Santa Monica	Calif.	90403
690-PA	CASEBEER, Charles J.	Jack	--	415/966-7150	K6QF	418 Palo Alto Avenue	Mountain View	Calif.	94040
687-SGP	CHAMBERLIN, Joe S.	Joe	Ada	--	W6DSB	P.O. Drawer 358	Ridgway	Penna.	15853
136-P	CHAMBERS, James T.	Jim	Dad	415/417-4470	W6FTI	603 Tompkins Ave.	San Francisco	Calif.	94110
407-V	CHAPELLE, Arthur B.	Art	Marjorie	509/TE8-8985	--	South 1309 Walnut St.	Spokane	Washn.	99204
109-P	CHASE, Ralph N.	--	Mae	714/797-4226	K6IX	11776 Auburn Avenue	Yucaipa	Calif.	92399
222-P	CHILSON, Lewis D.	--	Margaret	714/424-8638	W6TON	823 Corvina Avenue	Imperial Beach	Calif.	92032
212-P	CHINN, George W.	--	Essie	--	--	2359 St. Louis Drive	Honolulu	Hawaii	96816
377-SGP	CHURCHILL, Thomas A.	Tom	Dad	(Deceased March 11 1970		- Lived in Los Angeles, Calif.)			
738-PA	CICERELLO, Miss Carmella A.	"CC"	--	--	W8NAL	548 Geiger Ave., S. W.,	Massillon	Ohio	44646
219-P	CLARK, G. Warren	"WC"	Verna	262-5449	KH6BF	P.O. Box 193	Kailua	Hawaii	96734
702-PA	CLARK, Henry D. Jr.	Frank	Helen	201/227-4422	W20ZD	3 Elizabeth Lane	West Peterson	N.J.	07424
187-SGP	CLARK, Kenneth G.	Ken	Edith	707/963-4546	W6ZR	3341 Tice Creek Drive #8	Walnut Creek	Calif.	94595
375-SGP	CLARK, Reese A.	--	Rae	714/746-8975	--	1924 Sheridan Ave. Space 2,	Escondido	Calif.	92025
322-P	CLARK, SILAS F.	"Si"	Wilma	703/451-8491	WB4LAW	8150 Carrieth Parkway,	West Springfield,	Va.	22150
248-P	CLARK, Thomas F.	Tom	--	--	--	P.O. Box 201	Astoria	Oregon	97103
298-P	CLARK, William A.	Bill	Eva	415/324-3757	--	968 North Calif. Ave.	Palo Alto	Calif.	94303
693-P	CLAYTON, John M.	--	Virginia	617/546-2256	KLAJ	8 Meadow Road	Rockport	Mass.	01966
666-PA	CLEMENS, Charles W. Jr.	James	Jane	714/544-2919	K6QD	P.O. Box 508	Tustin	Calif.	92680
153-SGP	CLEMENT, Lewis M.	Lew	Vesta	215/348-8940	K3AA	Saw Mill Road, RD #3,	Doylestown	Penna.	18901
801-P	CLOSS, Roy E.	--	Barbara	616/352-5931	W8CSO	560 Bellows (PO Box 5)	Frankfort	Michigan	49635
78-P	CLYNE, William E.	Bill	Agnes	(Deceased - June 5 1971)		Lived at Vista, Calif. (Society Treasurer)			
704-P	COBURN, Eric D.	Eric	Ines	713/722-8108	--	2524 Avenue D	Nederland	Texas	77627
793-P	COHEN, Monte	Monte	Maria	413/567-3685	W1PU	508 Laurel St.	Longmeadow	Mass.	01106
91-SGP	COLBERT, I.R.	Ike	Esther	714/658-8703	W6DQI	501 South Hart	Hemet	Calif.	92343
743-P	COLLIAU, Edmond H.	Ed	Alice	215/790-4455	W6ZSH & W6JPC	3800 Chevy Chase Dr.,	Flimtridge, Calif.		91103
661-V	COLVIN, Lloyd	--	Iris	415/523-2288	W6EG	15200 Panama Avenue	Richmond	Calif.	94904
31-P	COMBS, Leslie	Les	Ellen	(Deceased - June 15 1968		- First SOWP member to become Silent Key).			
27-P	COMPTON, Hugh	Suds	Fern	--	W7MKW	305 S.W. 102nd Street	Seattle	Washn.	98146
154-P	COMSTOCK, George I.	--	Wayne	--	W7CJ	59D #2, Box 48	Patlatch	Idaho	83855
270-P	CONCANNON, Charles F.	Con	Mildred	703/765-8486	K4RQ	6905 Andover Drive	Alexandria	Virginia	22307
761-V	CONKLIN, Lawrence D.	Larry	Elva	215/439-6122	--	320 Granada Ave. #6	Long Beach	Calif.	90803
653-P	CONNOLLY, Lewis A.	Cy	Dad	813/839-5237	W4DVO	3409 Bixel Ave	Tampa	Fla.	33609
262-P	CONRADT-EBERLIN, Capt. Viggo H.	Eby/Dorothy	206/LA5-9353		WATCJW	1721 NE Ravenna Blvd.,	Seattle	Washn.	98105
707-V	COOK, Albert C.	Al	Lee	--	--	2733 Candelaria N.W.,	Albuquerque	N.Mex.	87107
352-P	COOK, Robert O.	Bob	Marie	--	W6WV	4118 Tracy St.	Los Angeles	Calif.	90027
140-SGP	COOKSON, Howard	Cookie	Marion	--	W2GW	145 Wyckoff Avenue	Wyckoff	N.J.	07481
55-P	CORMACK, Alan N.	Al	Ruth	415/453-1881	W6ET	64 Longview Ave.,	San Anselmo	Calif.	94960
302-V	CORNELIUS, Virgil J.	Jack	Millie	504/643-3324	--	1267 Carnation St.	Slideail	La.	70458
29-SGP	CORPE, G.S. "Old Sam"	Hildred C.		714/249-3129	W6LM	1257 Apple Ave (PO Ex 308)	Wrightwood,	Calif.	92397
511-P	CORSON, William P.	--	Lillias	604/526-6000	VE7PC	810 - 10th Street	New Westminster	B. C.	Canada
334-V	COUP, Robert C.	Bob	Inez	/370-4253	W6HXJ	30630 Anna Avenue	Torrance	Calif.	90503
182-P	COURCHENE, Homer B.	--	--	--	W9DQ	624 Chester Street	Lakeland	Florida	33803
562-V	COX, Roy W.	Roy	Helene	602/289-3774	W7APE	P.O. Box 1121	Winslow	Arizona	86047
425-V	CRAWFORD, David R.	--	Consuelo S.	305/445-5911	--	411 Alexia Avenue	Coral Gables	Florida	33134
308-P	CRAIG, Harold F.	Hal	Maryetta	714/492-4240	--	319 West Cristobal	San Clemente	Calif.	92672
97-P	CREES, Dr. Robert R.	--	--	206/ES3-2083	W7DRV	904 Highland Avenue	Bromerton	Washn.	98310
122-SGP	CHRESSE, Alfred S.	Al	Bea	609/884-3676	K2IX	RFD #3,	Cape May	N.J.	08204
622-SGP	CHRONAN, Philip G.	Pat	Lilah	415/835-2090	--	606 - 31st Street	Oakland	Calif.	94612
69-P	CHONKHITE, C.L.	"Roy"	--	(Deceased - Jan. 7 1969)		Lived in San Diego, Calif.			
433-P	CROUSE, James W.	Jim	Helen	--	W7BPU(?)	1709 Bimini Way	Seabrook	Texas	77586
583-P	CRUM, Arles A.	Al	--	716/254-0582	W2BWK	16 Coatar Street	Rochester	N.Y.	14608
814-P	CRUSOE, Joseph L.	Joe	Carolyn	305/296-2342	W4AT	P.O. Box 15	Key West	Florida	33040
625-P	CUNNINGHAM, Charles I.	Chuck	--	(Deceased - Nov. 7 1970		- Lived at Magnolia Springs, Alabama).			
740-V	CURTIS, Harvey C.	--	Dad	--	W6BGGX	276 Village Way	South San Francisco, Ca.		94080
828-PA	CURTIS, Roy A.	--	Irene	602/274-8371	K7JQL	5118 North 24th Avenue	Phoenix	Arizona	85015
452-PA	CURTIS, Thomas A.	Tom	--	--	W8BMAJ	Deerfeed Path	East Quogue	N.Y.	11942



205-V	DAHLSTRUM, Alfred	Al	Eta	(Deceased May 8 1969)		- Lived in Whittier, Calif.)			
632-PA	DAILY, Laurence A. Jr.	Larry	Betty	415/593-9150	W6KZJ	1601 Arroyo	San Carlos	Calif.	94070
681-PA	DALBY, John E.	--	Marguerite	405/843-1948	W5COE	2021 N.W. 47th	Oklahoma City	Okl.	73118
497-SGP	DALE, Robert E.	Bob	Mary	305/464-4870	--	Rt. 1, Box 260 (#17)	Fort Pierce	Florida	33450
559-PA	DAMES, Theodore E.	Ted	Ruth	/T12-3786	W2KOW	64 Grand Place	Arlington	N.J.	07032
483-P	DANCEY, Thomas B.	Tom	Ella	602/625-3263	--	P.O. Box 427	Green Valley	Arizona	85614
386-V	DANES, Lewis Elmer	Lew	Doris	301/798-4302	W3PZT	3522 Oak Drive	Edgewater	Maryland	21037
373-V	DANIELS, Eskel	Dan	Fran	209/294-683	--	2517 East Hampton Way	Fresno	Calif.	93726

# D

315-V	DANIELS, CAPT. Paul H.	Margaret	214/785-1178	WCTM	305 - 24th S.E.	Paris	Texas	75460
253-SGP	DANKO, Joseph P.	Joe Gail	408/688-3558	WSZYF	7138 Meas Drive	Aptos	Calif	95003
703-P	DARLING, Oscar Edward	Virginia	C&E 43011	--	P.O. Box 157	Seward	Alaska	99664
677-PA	DAUNENDICK, Carl G.	--- Hallie	801/295-8958	WTRBQ	2873 So. Bolshreck Road	Bountiful	Utah	84010
822-P	DAVIES, David T.	Dave --	714/753-0837	K&C10	244 Delphinium Street	Encinitas	Calif.	92024
208-P	DAVIS, Dr. E. Stuart	Stu --	201/688-4932	W2ZH	1149 Weber Street	Union	N.J.	07083
19-P	DAVIS, William S.	Bill Amelia	415/526-6851	W6VS	225 Cambridge Avenue	Berkeley	Calif.	94708
307-P	DAY, Lawrence E.	Larry Grace	415/D13-3740	--	744 Lexington Way	Burlingame	Calif.	94010
808-P	DEACON, Alan I.	Al --	604/681-1466	--	404 - 1137 Bate St.	Vancouver B	B. C.	Canada
708-V	De BARDELEBEN, John P.	Tex Ethel	703/330-8469	W4TE	2012 Rockingham St.	Mc Lean	Virginia	22101
280-SGP	DeCHAMPLAIN, Paul R.	Edith	306/PU3-3194	--	304 So. Tacoma Ave. S.	Tacoma	Washn.	98402
749-P	DeLANEY, James B.	Jim Ded	215/444-1575	WEGBOH	9438 East Ralph Street	Rosemead	Calif.	91770
625-V	De LANGE, Alfonso V.	Al Francisca	85-13-70	DUIDL	17-A Jose Abad Santos Dr.	Paranaque, Rizal,	Philippines	
600-P	De Mello, William	Bill Caqui	(Bill has moved from Mexico City, last address of record) Letters returned.					
100-V	DeMERRITT, Lorin G.	--- Betty	707/823-7540	W6EAS	410 Grandel Drive	Sebastopol	Calif.	95472
117-P	de Neuf, Donald K.	Don Ruth	203/762-7489	--	14 Woodhill Road	Wilton	Conn.	06897
457-V	DEMY, George P.	--- Dot	--	W6HG	9658 Cloverwood Street	Bellflower	Calif.	90706
496-P	DESPOSITO, Barry J.	Irene (W5FNR)	/PLA-6962	W3MSE	108 North Thompson	Course	Texas	77301
327-V	DeTURCK, Eugene B.	Gene Ella	(Deceased March 25 1970 - Lived in San Francisco at time of death).					
228-SGP	DEWING, George B.	Curley Loretta	408/298-6745	--	1681 Los Padres Blvd	Santa Clara	Calif	95050
367-SGP	DIBBELL, Charles M.	Doc --	--	--	916 No. 21st St.	Allentown	Penna	18104
3-SGP/LH	DICKOW, Henry W.	Dick Betty	(Deceased - April 17 1971 - Lived in San Francisco at time of death).					
384-PA	DIETZEL, Fred C., Jr.	Carl ---	--	WA7HSP	105 North Penna	Bartlesville Okla.		74003
624-P	DINGLEY, Edward W., Jr	Ed Celena (Ded)	813/361-5441	--	11165 - 4th St. East	St. Petersburg	Fla.	33706
451-V	DISHON, Elmer F.	Frank Stella	213/GA7-6300	W6KLB	4234 Falcon Avenue	Long Beach	Calif	90807
575-PA	DIXON, Dudley N.	Dud Rose	415/669-1647	W6HMS	P.O. Box 44	Inverness	Calif.	94937
190-V	DIXON, Francis C.	Dick Dee	213/596-2824	W6KE	1970 McKinney Way, Apt.	12-B Seal Beach	Calif.	90740
686-PA	DIXON, James L.	Jim Maxine	801/328-2779	W7EM	1602 West 4th North	Salt Lake City	Utah	84116
590-P	DOE, Horace W.	--- Betty	--	W7AG	R-1, Box 10	Squamish	Washn.	98392
458-PA	DRIGGERS, Paul W.	Sparky Mary	--	--	1211 Third St., S. W.	Wadena	Minn.	56482
172-PA	DROZDIAK, Dr. Walter M.	Walt Stephanie	408/264-9278	W6LDO	1840 Hurst Avenue	San Jose	Calif	95125
115-P	DUNN, Charles M.	Charlie Kathleen	805/966-6686	--	1754 Overlook Lane	Santa Barbara	Calif.	93103
596-P	DURKEE, Kenneth M.	Ken Helen-Louise	415/283-6622	K6JZE	3375 Sweet Drive	Lafayette	Calif.	94549
564-V	DUTTON, Robert P.	Bob Evangeline	Ual,	W5HD	4336 Irvin Simmons Drive	Dallas	Texas	75229

# E

178-SGP	EAGLES, Eugene E.	Gene Tree	714/484-2241	--	1295 Ocean Front	Laguna Beach	Calif.	92651
731-PA	EARLEY, Edward R.	Ed Anita	303/756-0446	W6JAWB	4850 East Arizona Ave.	Denver	Colorado	80223
250-P	EASTMAN, Francis M.	Sandy Bea	301/585-2358	--	Star Route 2, Box 57	Branson	Missouri	65616
790-P	EATON, Louis F.	Lou Margret	617/934-2968	KIRS & KILL	17 Chapel St.	Duxbury	Mass.	02332
574-V	EDDY, Des H.	--- Norma	707/894-5554	--	PO Box 597 (Mtn Pine Road)	Cloverdale	Calif.	95425
608-PA	EDWARDS, George R.	Russ Margaret	816/931-7340	--	9828 Drury Street	Kansas City	Missouri	64137
448-V	EWING, Alfred E.	Al Jean	714/757-9571	--	54 El Morro Lane	Oceanside	Calif.	92054
71-SGP	EGOLF, Richard S.	Dick Francis	212/NE8-8389	W2WX	90 Eighth Avenue	Brooklyn	N.Y.	11215
289-V	EISENBERG, Richard A.	Duke --	/851-1305	--	1108 Los Trances Road	Woods Park	Calif.	94025
323-V	ELDRIDGE, Jonathan	Jon Ruth	516/PO7-1238	W4ZCRE	99 Murray Avenue	Port Washington	N.Y.	11050
125-P	ELLISON, Melvin E.	Nel Verna	415/562-1871	E6JO	7805 Crest Avenue	Oakland	Calif.	94605
598-P	ELSER, COL. Fred J.	--- Margaret	714/327-3773	W6FB	P.O. Box 2573	Palm Springs	Calif.	92262
396-PA	ELWOOD, JOHN W.	--- Edith	805/946-2028	W7GAQ	PO Box 1243 Mail (2516 E. Ave I)	Lancaster Ca.		93534
183-P	ENDERLIN, Arthur	Art Eleanor	301/656-4210	--	4411 Rosedale Ave.	Bethesda,	Maryland	20014
271-V	ENNIS, Robert W.	Mike Anna-Lou	609/227-0177	--	210 Chatham Rd. Whitman Sq.	Turnersville, N.J.		08012
258-SGP	ENTWISTLE, Guy R.	---	617/479-1052	W1AL	46 Albion Road	Wollaston	Mass.	02170
107-SGP	ERICH, William J.	Bill (Vanilla Villa) Nava	35	WREK & W6AL	Deuba, Fiji Islands So. Pacific (Via Suva)			
21-V	ERICKSON, Ere	--- Sylvia	312/624-8233	--	4024 No. Pioneer St.	Chicago	Ill.	60634
70-SGP	ERICKSON, Arthur E.	Art. Dolly	612/922-1915	W1NF	PO Box 212 (7 Fulger Ave)	Beverly	Mass.	01915
462-SGP	ESPENSCHIED, Lloyd	--- Ethel	--	--	99 82nd Road (Newbold Pl.)	Kew Gardens, N.Y.		11415
93-V	ESTEP, CDR. Gerald A.	Jerry --	--	W6JAO	2007 Venice St.	San Diego	Calif.	92107
96-V	ESTEP, CDR. Harold A.	Hal Margaret	916/487-6398	W6BEU	1660 La Playa Way	Sacramento	Calif.	95825
80-V	ESTEP, Russel A.	Russ Helen	408/582-5487	W6AUC	1515 - 6th Avenue	Belmont	Calif.	94002
290-V	EYLINE, James W.	Jim --	205/473-4945	W4GWR	26 Audubon Place	Mobile	Alabama	36606

# F

113-P	FABIAN, Ernest D.	"Happy"	(Deceased Dec. 22 1969 in San Francisco, Calif.)					
660-V	FALBO, Joseph A.	Joe Mary	602/793-7482	--	3849 East Edison Place	Tucson	Arizona	85716
244-V	FALEY, James Boyd	---	415/368-0139	W6BGD	667 - 4th Avenue	Redwood City	Calif.	94063
478-PA	FALK, Howard Hight	Deak Evelyn	703/338-7549	W4TMO	P.O. Box 361	Purcellville	Va.	22132
283-SGP	FALK, Victor H.	Vic Bettie	(Deceased - May 17 1971 - Lived in San Mateo, Calif.)					
846-V	FARGAS, CDR. Ben	Ben Viv	412/672-0200	W3LME	609 Manning Avenue	McKeesport	Penna.	15133

# F

83-SGP	FARMER, George Gordon	Alice	707/528-1737	W600	479 Horn Avenue	Santa Rosa	Calif.	95404
427-P	FARWELL, Irya I.	Marie	--	--	1080 Contra Costa Drive	El Cerrito	Calif.	94530
25-SGP	FASS, Sydney Julia	Syd Florence	(Deceased June 14 1982)	--	- Lived in Berkeley Calif - Past Treasurer, SOWP			
37-SGP	FASSETT, Lee O.	Spigot Maxie	415/453-9617	--	72 Longview Avenue	San Anselmo	Calif.	94960
236-V	FAVRE, George E.	Marie	301/929-3360	WSPEY	4733 Bel Pre Road	Rockville	Maryland	20853
329-V	FELIZ, Sisto J.	Felix Alice	--	W6QA	307 Northwood Drive, South San Francisco, CA. 94080			
43-SGP	FENNER, Paul R. "Don Pablo"	Olive	774412	KH6SL	4545 Sierra Drive	Honolulu	Hawaii	96816
314-P	FENTON, Stanley W.	Bill Ellen	813/713-3581	--	5469 River Bluff Circle #42, Sarasota Florida 33580			
134-P	FERGUSON, Chester Ray	Bud Margrite	415/726-4812	W66DOC	P.O. Box 534	Half Moon Bay	Calif.	94019
770-P	FERLAND, C.	Cyp --	--	--	2225 Hampton Ave. A-4; Montreal 261 Quebec Canada			
56-P	FERNANDEZ, Joseph	Joe --	/G12-0398	--	450 - 28th Street Oakland Calif. 94609			
488-P	FERNANDEZ, Manuel(COL) "Pete"	Ben	803/232-9823	W4SM	129 Bialeah Road	Greenville	S.C.	29607
370-P	FILTNES, Arthur W.	Bill dad.	604/683-2275	VE7WF	#1 - 1093 Nicola St., Vancouver 5, B. C. Canada			
756-V	FINCH, Ralph D.	Ida	315/677-3450	K2CO	2977 Sweet Road Jamesville N.Y. 13078			
287-V	FINVER, Irvine	Irv. Bessie	516/281-2528	W2AKG	51 Queen Road Mastic Beach L.I. NY. 11951			
518-P	FISCHER, Herman A.	Bud Olive	301/233-8974	W42QGV	14 Mohawk Trail	Westfield	N.J.	07090
390-P	FITCHETT, W. Otis	Oat Ben	--	--	P.O. Box 1 Caldwell N.J. 07006			
732-PA	FLECK, William J.	Bill Sandra	218/525-0727	W4JUN	4918 Tioga Street Duluth Minn. 55804			
567-P	FLYNN, James G.	Jim Alice	817/486-3498	W3ZO	P.O. Box 233 Crawford Texas 76638			
668-P	FOGARTY, John J.	Mary	813/834-0991	W4CI & W4ALP	4833 Longfellow Tampa Florida 33609			
586-P	FOLKMAN, Ralph C.	--- Ruth	216/871-1424	W8AF	4338 West 137th Street Cleveland Ohio 44135			
185-V	FOSTER, Earle C.	--- Maggie	415/456-6093	--	351 Olema Drive, Apt #8 Fairfax Calif. 94930			
469-P	FOSTER, Nick H.	Pappy Lete	--	--	14651 - 12th N.E. Seattle Washn. 98155			
455-V	FOX, Albert C.	Al Edna	707/539-6742	--	7013 Oakmont Drive Santa Rosa Calif. 95403			
456-SGP	FRANCIS, Charles B. "CB"	---	206/843-8391	--	1833 13th Avenue Seattle Washn. 98122			
667-P	FRANKLIN, William P.	Bill Elizabeth	813/826-4294	W4KC	2600 Florida Ave., South St. Petersburg, Fla. 33705			
696-P	FRANKS, George B.	--- Mary	802/426-2051	--	North Ferrisburg Vermont 05473			
247-P	FREELAND, Carroll	Cal Gertrude	916/483-6118	W6NK	3512 Robertson Ave., Sacramento Calif. 95821			
14-P	FREEMAN, David H.	Dave Dec.	816/JA3-0941	W4MNO	5919 Locust St. Kansas City Missouri 64110			
135-P	FREEMAN, William	Bill --	209/638-4044	W6ADN	623 East Jefferson Reedley Calif. 93654			
514-P	FREITAS, Edgar A.	Ed Kae	213/241-7656	W6EDS	1110 East Palmer Ave., Glendale Calif. 91205			
480-P	FULLER, Cecil S.	Bill Dorothy	206/AT2-8289	W7BSM	2126 - 33rd Avenue West. Seattle Washn. 98199			
450-V	FULLER, Leland L.	Lee Violet	--	W6ONM	1637 Calle Colorado Vista Calif. 92083			
747-V	FULLER, William A.	Bill Owen	206/EM2-4091	K7OZA	17721 - 11th Avenue N.E., Seattle Washn. 98155			
595-P	FULTON, R.S.	Stew Agnes	--	--	86 Howe St., Victoria B. C. Canada			

# G

794-P	GARN, Sebastian	Bus Ruth	617-925-2490	W1DIU	118 Edgewater Road Hull Mass. 02045			
804-SGP	GALLO, Louis J.	Lou Margie	--	W5AU	1507 North Miro St., New Orleans La. 70119			
345-V	GALTEN, William L.	Bill --	415/467-1708	--	50 Solano Street Brisbane Calif. 94005			
180-PA	GALVEZ, William	Bill --	415/456-8903	K6ING	1/2 Elks Club, Box 808, 1312 Mission, San Rafael, CA 94901			
785-V	GARCIA, James Robert	Jim --	813/877-3092	W4FWF	3616 West Casa St., Tampa Florida 33609			
682-V	GARDNER, Charles L.	Chuck --	805/W88-3351	K6DY & W6ZWK	P.O. Box 300 Lancaster Calif. 93534			
658-P	GARDNER, Travler N.	Tom Jean	713/925-3901	--	Rt. 1, Box 212-A Alta Loma Texas 77510			
142-SGP	GARRETTE, Edwin C. "GR"	Inez	209/456-4102	W6CC	P.O. Box 210 Colusa Calif. 95932			
728-P	GARTEN, COL. Gerald W.	Gerry Esther	617/268-1449	--	534 East Fourth St., South Boston Mass. 02127			
158-P	GASKILL, William W.	Bill Pauline	--	K4CV	202 Anglers Drive Palm Bay Florida 32901			
485-PA	GATES, Anthony M.	Gates --	301/276-2182	W3QCB	3216 Gough Street Baltimore Maryland 21231			
106-P	GAZZANO, SAM	Ded	415/924-9210	--	332 Willow Ave., Corte Madera Calif. 94925			
5-P	GEISEL, Frank	"FG" Mary	415/933-3481	--	2816 Tice Creek Dr. #6 Walnut Creek Calif. 94595			
104-SGP	GERLACH, William G.	Bill Bessie	415/339-9017	W6BG	7051 Colton Blvd. Oakland Calif. 94611			
378-PA	GERRITY, James T.	Jim --	--	W42DXI	P.O. Box 166 Old Westbury N.Y. 11568			
650-P	GHEN, Melville W.	Mel Rachel	813/392-6407	K4JU	15809 - 2nd St. East Redington Beach Florida 33708			
199-PA	GILLIAM, James N.	Jim --	213/ED6-3092	W7OB	203 So. 2nd Avenue La Puente Calif. 91746			
709PA	GIVEN, ESTHER	"Baby Doll"	415/728-3110	W6BDE	P.O. Box 84 Moores Calif. 94037			
642-V	GLEASON, Robert J.	Bob Eloise	301/288-1536	W3KW	3734 Ramage Drive Annapolis Maryland 21403			
710-P	GLERUM, Cornelis	"Cor" Anna	--	PA6GL	Kerkplein 29 Schore Holland -----			
174-P	GLODELL, COL. Leroy M.	Roy Fran	--	--	143 Institute Road Worcester Mass. 01602			
800-H	GOLDWATER, Senator	Barry M. --	--	K5UIG & K7UGA	Senate Office Bldg. Washington D. C. 20510			
789-PA	GOODMAN, James H.	Jim Phyllis	916/241-6080	W6ERSY	2955 Shasta St. Redding Calif. 96001			
198-P	GOODES, Otto J.	--- Dorothy	412/766-5442	K3AG	505 Bellevue Terrace Pittsburgh Penna. 15202			
837-SGP	GOTTLIEB, William	Bill Alice	714/444-4709	--	485 Hawthorne Avenue El Cajon Calif. 92020			
616-P	GOUGH, Ernest John	Reg Peg	26-3005	--	Box 3615, G.P.O. Sydney N.S.W. 2001 Australia ----			
16-P	GOULART, Manuel	Mike Edith	417/862-3067	W7AH	2031 East Walnut Street Springfield Missouri 65802			
565-V	GOULD, William B.	Bill Leah	--	K2NP	928 Woodgate Avenue Elberon N.J. 07740			
421-SGP	GRABOW, Leon S. Sr.	--- Nellie	/369-4500	--	745 So. School Street Lodi Calif. 95240			
473-V	GRAHAM, James W.	Joe --	--	W4SAR	615 Tangerine Avenue Dunedin Florida 33528			
840-PA	GRANBY, Johnny A.	Sparky --	--	--	Hydrovn, 25c 5875 Aardalstangen Norway -----			
810-V	GRAY, Alton A.	Al Florence	207/348-6678	W1KA	P.O. Box 7 Deer Isle Maine 04627			
447-P	GRAY, George J.	Jack Ruth	(Deceased Aug. 2 1970)	--	- Lived in Mason Ohio.			
162-P	GRAY, G. Paul	Mildred	(Deceased March 15 1970)	--	- Lived at Belvedere-Tiburon, Calif.)			
547-V	GRAY, Wilfred L.	Bill Hollie	415/844-3331	--	2866 - 39th Avenue San Francisco Calif. 94116			



259-P	GREELEY, Francis B.	Chick	Jane	408/269-3620	WGNW	1531 Keesling Avenue	San Jose	Calif.	95125
523-SGP	GREEN, Edward J.	Ted	Michael	081/973-1882	G3KXD	91 Norris Road, Sala,	Cheshire, W33-3GR	England	----
395-SGP	GREEN, Raymond J.	Ray	Helen	---	W439P	181 Duxbury Avenue	Port Charlotte	Florida	33950
234-V	GREEN, Warren L.	--	Loretta	206/AD2-5119	W7JY	7202 No. Mercer Way	Mercer Island	Washn.	98040
477-V	GREENMAN, LTCMOR Roger B.	Alberta	213/641-4072	W6MRS	711 South Glasgow Ave.,	Inglewood	Calif.	90301	Japan
948-PA	GREGORIO, Roman M.	Rommy	--	C/O: Kyako Co. Ltd.,	---	12-10, 2-Chome Shinbaishi,	6th Fl. Meiya Bldg Tokyo	105	
843-SGP	GRIFFIN, Fred V.	---	Florence	416/698-3582	---	84 Glen Davis	Toronto 263	Ontario	Canada
118-SGP	GROGAN, Leslie	"Grogia"	Bernice	/756-5442	---	15 Belford Drive	Daly City	Calif.	94015
786-P	GROSS, Wilbur C.	Grease	Gladya	216/593-3275	W8EKM	113 Edgewood Drive	Conneaut	Ohio	44030
155-P	GROVE, Luther Bates	Lute	---	---	W3KQH	218 Green St.,	Hofflinburg	Penna.	17844
276-PA	GROZINSKI, Martin J. Jr.	Ski	---	206/997-1642	---	256 Belgrove Drive	Kearney	N.J.	07032
98-SGP	GRUNDL, Herbert C.	Bert	Florence	805/543-9739	W6JE	2190 Loemis Street	San Luis Obispo	Calif.	93401
779-V	GUILLOT, Gus J.	---	Viley	713/722-7759	W5HHB	2828 West Boston Drive	Nederland	Texas	77627
160-P	GUY, Raymond F.	Ray	Myrtle	---	W4AZ	2320 N.E. 34 Court	Lighthouse Point	Florida	33064



664-PA	HAAGENSEW, Borge I.	Borge	Jytte	604/479-7789	VE7VB	R.R.7,	Victoria	B.C.	Canada
301-SGP	HACKER, Paul E.	---	---	---	W70L	Route # 6	Caldwell	Idaho	83605
42-P	HAIHE, Thyl L.	---	---	707/944-2422	W6AER	P.O. Box 772, Veterans Home Sta.	Yountville, CA.	94599	
468-SGP	HALLETT, Gene C.	Gene	Patay	206/293-7588	---	2007 - 12th Street	Anacortes	Washn.	98221
577-P	HALLIGAN, William J.	Bill	Katie	---	W4AK & W9AC	Kenilworth House	Miami Beach	Florida	33145
148-SGP	HALLOCK, Joseph H.	Joe	Mary	503/244-7975	W7YA	8413 S.W. 14th Avenue	Portland	Oregon	97219
423-SGP	HAMMILL, Joe F.	---	Joyce	209/724-4696	---	2290 Foethill Drive	Vieta	Calif.	92083
304-V	HAMMER, Eric Leslie	Les	Anne	604/723-6382	VE7KU	218 South 1st Ave.,	Port Alberni	B. C.	Canada
299-P	HANLON, LT. Russell A.	Russ	Norma	---	W6KJ	842 2nd St. East	Sonoma	Calif.	95476
151-P	HANNAH, William H.	Bill	Helen	---	W2US	1203 Roanoke Ave.,	Riverhead, L.I.	N.Y.	11601
414-SGP	HANSEN, Thornelius	Terry	Blenda	---	---	1434 McKendrie	San Jose	Calif.	95125
615-PA	HANSON, Earl H.	---	Bernadine	714/72-11-1556	W6BQP	618 East Virginia Ave.,	Santa Ana	Calif.	92706
382-P	HARDEN, Guy R.	---	Leila	517/734-4117	K8NG	146 South 2nd Street	Rogers City	Michigan	49779
202-SGP	HARE, Ralph M.	---	Berobthy	707/492-4309	---	4175 Heitz Way	Calistoga	Calif.	94515
684-SGP	HARRIS, Dockner N.	Sunny	Edna	213/433-5034	---	8212 The Tields (A-4)	Long Beach	Calif.	90803
207-V	HARRISON, Oscar T.	---	Nadean	713/757-6344	W5QKU	422 Artesia	Houston	Texas	77090
585-V	HART, Howard T.	"HT"	---	513/372-6317	W9BCG	825 Chestnut Street	Xenia	Ohio	45385
470-P	HART, Ralph W. Jr.	---	Eleanor	---	---	5940 Johnston Drive	Oakland	Calif.	94611
74-P	HARTMAN, O. Frank	---	Aileen	206/W62-0086	---	1526 - 45th Ave. S.W.	Seattle	Washn.	98116
697-PA	HARWOOD, Julian H.	Woody	Iona	(Beondeaks-No	Phone)W6QBD	P.O. Box 483	Lucerne Valley, Calif.	92356	
432-P	HASTINGS, Laurence E.	Larry	Audree	303/424-4625	W6AL	4112 Lamar	Wheat Ridge	Colorado	80033
742-PA	HATZELL, Alban F.	Al	---	316/355-6487	W6PIX	P.O. Box 52,	Lakin	Kansas	67860
795-P	HAVENS, A.C.B.	Bart	Frances	802/244-7181	K11JJ	RFD 1, Box 12	Waterbury Center	Vermont	05677
328-PA	HAVET, Hugo W. Jr.	---	---	---	K7ELA	ARAMCO, Box 2895	Bahran	Saudi Arabia	---
723-PA	HAWKINS, Virgil J.	"VJ"	Donna	616/452-5421	W6MNL	5000 North Winchester Ave.	Kansas City	Missouri	64119
130-PA	HAYTON, William N.	Bill	Alice	415/897-3605	W66WU	54 Grove Lane	Novato	Calif.	94947
223-SGP	HAYES, Harold D.	---	Edith	---	---	638 Hinman Ave.,	Evanston	Ill.	60202
11-P	HAZLETON, Ralph L.	---	Danae	503/994-5449	KTAG	644 South Ebb St.,	Lincoln City	Oregon	97367
696-PA	HEAVEN, Robert C.	Bob	Ethel	213/349-0637	W46JAE	9801 Vanalden Avenue	Northridge	Calif.	91323
418-PA	HEIMBERGER, Raymond E.	Ray	---	---	W8VRE	2425 North Clinton	Saginaw	Michigan	48602
755-V	HEINLEIN, COL. Oscar A.	Mary	---	702/293-1182	W7BIP	107 Wyoming Street	Boulder City	Nevada	89005
278-P	HELPER, Wayne H.	Sarge	Dina	213/6A7-2220	---	2850 Eucalyptus Ave.,	Long Beach	Calif.	90806
527-PA	HENDERSON, Walter G.	Walt	Lillian	919/226-7538	K4GDC	2722 Blanche Drive	Burlington	N.C.	27215
348-P	HENRY, Charles C.	---	Billie	312/763-1136	---	6705 Caldwell Avenue	Chicago	Illinois	60646
119-SGP	HENRY, Corwin R.	---	Dad.	415/837-6247	K6DX	P.O.Box 256 (217 Hemme Ave)	Alamo	Calif.	94507
121-P	HENRY, Everett G.	Ev.	Charlotte	301/933-2675	W3BG	4 Foxhall Court	Silver Spring	Maryland	20906
683-PA	HERMANSON, Mrs. Elsie H.	"El" (Floyd)	---	305/582-7704	W4CQL	421 Franklin Road	West Palm Beach	Florida	33405
572-V	HERMANSON, Floyd A.	---	Elsie	516/221-5402	W2BFS	4021 New York Avenue	Seaford	N.Y.	11783
705-P	HERSHBERGER, Glen	---	Dula	219/533-6506	W9LSW	401 Marilyn	Goshen	Indiana	46526
688-V	HESS, CHARLES H.	---	Carolyn	---	W4POV	1507 Vernon Street	LaGrange	Georgia	30240
544-P	HETHERINGTON, Percy	---	Jessie	604/922-9588	VE7AID	1089 - 15th Street	West Vancouver B. C.	Canada	
718-PA	HIGUERA, William J.	Bill	Diene	---	WNGIDL	P.O. Box 1778	Trona	Calif.	93562
711-SGP	HILCKEN, Hans H.	Hans	---	813/391-7104	WAKZR	10005 Bay Pines Blvd. (N.Lot 175),	Bay Pines Fla.	33504	
483-P	HILDRETH, Dr. Rommel H.	Rom	Mary	---	W9IP	18 Brighton Way	St. Louis	Missouri	63105
333-P	HILL, Cyril D.	"Cy"	---	206/EM2-1693	K3BEG	6535 Seaview Ave NW, Apt 607B,	Seattle, WA.	98107	
464-P	HILL, Herbert H.	Herb	---	208/EA2-5190	WATCSH	1712 Belmont Avenue	Seattle	Washn.	98122
589-P	HILL, John C.	"Bug & Mill"	Helen	406/375-3049	WNGIXG	P.O. Box 81	Pacific Grove	Calif.	93950
505-V	HILSMAN, Paul O.	---	Irene	415/993-6867	---	135 Crestmoor Circle	Pacificia	Calif.	94044
787-PA	HIRSIMAKI, Eli N.	Eli	Gertrude	216/393-1809	W8GR	577 Middle Road	Conneaut	Ohio	44030
652-PA	HITCHCOCK, Ray W.	Ray	Pauline	714/982-5404	W6RM	667 West Arrow Highway	Upland	Calif.	91786
383-SGP	HODGES, CDR. Sandel A.	Sandy	---	213/424-4069	---	Apt #1, 3654 Linden Ave.,	Long Beach	Calif.	90807
319-PA	HOFFMAN, James E.	Jim	Barbara	203/874-0616	K1ZFG	42 Gresham Street	Milford	Conn.	06460
129-SGP	HOFFMAN, William Hellis	---	Kate	609/429-7981	W2WJ	740 Ersson Road,	Cherry Hill	N.J.	08034
88-P	HOKE, Vergue L.	---	Fran	707/762-6101	K6RS	346 Wilson Street	Petaluma	Calif	94952
543-P	HOLCOMB, James W.	Jim	Dorothy	206/LA2-4180	---	5714 Kirkwood Place N.	Seattle	Washn.	98103

# H

173-P	HOLMERTSON, Emil A.	"Al"	Vivian	/726-4052	WG0FL	401 Poplar Street	Half Moon Bay	Calif.	94019
463-V	HOLLAND, Edwin C.	"Ed"	Laura	617/933-1616	KLMTY/TITLE	16 Plympton Street	Woburn	Mass.	01801
118-P	HOLLAND, John K.	--	Irene	416/385-1177	VE3BNW	20 West 3rd Street	Hamilton	Ontario	Canada
120-V	HOLZBERG, Eugene V.	Gene	Grace	714/729-92008	WB6PFO	1241 Elm Avenue	Carlsbad	Calif.	92008
695-	HOLZBERG, Jacob A.	Jake	Phyllis	305/947-5180	WB4EXD	1261 N.E. 152nd Street	North Miami Beach, Fla.		33162
317-PA	HOOD, Andrew G.	Andy	Naomi	707/963-4407	W6VFW	1015 Big Tree Road	St. Helena	Calif.	94574
362-P	HOOD, Stanley J.	Stan	Grace	--	--	533 So. Westmoreland Ave	Los Angeles	Calif.	90005
406-V	HOPWOOD, William P.	Page	Lois	415/447-0977	W6U2M	3877 Sianford Way	Livermore	Calif.	94550
791-P	HORN, Charles S.	--	Allanatic	302/227-2312	W3PM	6 Pennsylvania Ave.,	Rehoboth Beach	Delaware	19971
41-SGP	HUBBARD, George S.	--	--	408/294-1847	--	2150 So. 1st St. Space #147	San Jose	Calif.	95112
164-SGP	HUBBARD, Irvin W.	Irvin	Pearl	714/757-5372	W61SK	69 Shirle Lane	Oceanside	Calif.	92054
712-P	HUGHES, ROBERT M.	Bob	Orpha	713/986-7888	--	107 Wedgwood Avenue	Hitchcock	Texas	77563
555-P	HULEN, Allen D.	Al	Fritzie	907/277-8785	--	P.O. Box 284	Wasilla	Alaska	99687
540-V	HULL, Harding H.E.H.	Harry	Mary	518-355-0190	W2TGC	1868 Elizabeth St.	Schenectady	N.Y.	12303
211-V	HULTQUIST, John A.	--	Lon	/732-5251	W6QMC	530 Miramar Dr. R-1 B-42B	Half Moon Bay, Calif.		94019
538-SGP	HUNTER, Irving F.	Irvin	Mary	213/335-7461	KG6WO	313 West Leadora	Glendora	Calif.	91740
103-P	HUNTING, William A.	Bill	--	--	--	Box 40, Route B.	Lower Lake	Calif.	95457
385-PA	HUNTLEY, Fred E.	--	--	NL.	W6R2C	972 Grizzly Peak Blvd.	Berkeley	Calif.	94708
90-P	HURTT, John N.	--	Eve	714/345-1048	KG6VI	42-800 Kansas	Palm Desert	Calif.	92260
628-P	HUSTON, Robert D.	Bob	--	207/773-8674	W1EM	172 Concord Street	Portland	Maine	04103
343-SGP	HYDE, Stanley E.	Stan	--	213/848-0924	KG6LJ	444 West Valencia Ave.	Burbank	Calif.	91506

# I

834-P	IRELAND, Noble H.	Duke	Minnie	904/243-4143	W4ZWD	214 Third St., S.E.	Ft. Walton Beach, Fla.		32548
674-P	IRVIN, John C.	--	Jeanne	904/357-6101	--	16 Cypress Drive	Eustis	Florida	32728
144-P	IRVING, Herbert W.	Herb	Relean	412/352-1477	W3FK	--	Saxonburg	Penna.	16056

# J

422-SGP	JACKSON, Benjamin B.	Ben	--	NL.	W6JF	F.O. Box 186	Dana Point	Calif.	92629
62-P	JACOBY, Arthur C.	Ari	Lorraine	717/392-6093	W30Y	136 Springhouse Road	Lancaster	Penna.	17603
111-SGP	JAGGERS, Homer D.	--	Emma	(DECEASED - March 17 1969 - Home was Concord & Healdsburg, Calif.)	--	--	--	--	--
678-P	JARBOE, Wilson T. Jr.	Bill	Jane	203/746-3572	--	RD-1, Candlewood Hills	New Fairfield Conn.		06810
489-P	JEFFERSON, Ernest E.	Jeff	Marjorie	408/624-7380	W6MT	F.O. Box 243	Pebble Beach	Calif.	93953
778-V	JEFFORDS, John M.	Jeff	Marcia	315/626-2524	W2WS	Short Cut Road, RD-2	Weedsport	N.Y.	13166
566-P	JENKINS, Donald M.	Don	Barriett	604/337-5626	--	R.R. #1	Ganges	B.C.	Canada
129-P	JENKINS, Richard E.	--	Isabella	(DECEASED - Aug. 28 1968 - Lived at Moss Landing, Calif.)	--	--	--	--	--
346-P	JEPSON, William L.	Jep	--	415/359-3474	W6SEN	404 Manor Drive	Pacific	Calif.	94044
168-P	JEWELL, Paul M.	--	--	--	--	P.O. Box 153	Skagway	Alaska	99840
44-P	JOHNSON, Art	Art	Stella	213/395-3790	--	460- 18th Street	Santa Monica	Calif.	90402
599-P	JOHNSON, Francis H.	Johnny	Lillian	503/644-8769	W7CBB	12285 S.W. Poethill Dr.	Portland	Oregon	97225
499-P	JOHNSON, George B.	--	Aileen	503/664-2668	W7DBZ	3435 New Bay Road	Central Point	Oregon	97501
461-P	JOHNSON, James A.	Al	Olive	206/2MA-8570	W7BY	18924 - 37th Avenue N.E.	Seattle	Washn.	98155
706-V	JOHNSON, Olof W.H.	Johnnie	Helen	805/WH2-2058	W1JY/6	744 Jackson Street	Lancaster	Calif.	93534
75-P	JOHNSON, Oney A.	Jo	--	707/887-7309	--	P.O. Box 42	Forestville	Calif.	95436
290-P	JOHNSON, Thurston A.	Ding	Amy	304/522-0604	--	1663 Glenway Lane	Huntington	W. Va.	25701
2-SGP	JOHNSTONE, CDR. Richard Dick	Phoebe	--	--	EGPZ	67 Heather Way	Larkspur	Calif.	94939
700-SGP	JONES, William H.	Bill	Martha	518/877-6393	W6SSY	3 Johnny Place	East Greenbush	N.Y.	12061
605-P	JORDAN, William F.	Bill	Milly	617/432-1033	--	50 TodyBale Lane	Warwick	Mass.	02645
216-P	JORQUERA, Louis E.	--	--	--	KL7FLD	Box 310, Coon River Route	Coon Bay	Oregon	97420
419-P	JULE, Rex H.	--	Alice	714/748-2385	W6SQAY	15008 Grechid Avenue	Pomny	Calif.	92064
716-V	JUSTICE, J. Watson	Watson	Corinne	314/843-7857	W6BLN	9165 Cordoba Lane	St. Louis	Missouri	63126

# K

326-P	KAAR, Ira J.	Ike	Hazel	--	--	1705 Franceschi Road	Santa Barbara	Calif.	93105
264-V	KAIJER, Stephen J.	Steve	Lola(W6USE)	/961-5198	KGTV	773 Vista Grande Ave.,	Los Altos	Calif.	94022
454-P	KALE, LTC Samuel S.	Sam	Julia	--	--	31 North Lenape Ave.,	Trenton	N.J.	08618
769-PA	KALOGERSON, Thomas A.	Tom	Julie	612/884-4474	W6WJA	5033 Overlook Circle	Minneapolis	Minn.	55431
361-V	KARES, Joseph J.	Joe	Eileen	301/PT2-3314	--	110 Carolyn Avenue	Salisbury	Maryland	21801
759-PA	KAY, Max E.	Max	Maggie	801/295-5704	--	3433 South 525 West	Beautiful	Utah	84010
358-P	KAY, Robert L.	Bob	Sylvia	415/368-2216	--	402 De Anza Avenue	San Carlos	Calif.	94070
328-P	KELLEY, John H.	Howard	Florence	--	W6DIO	626 Madera Avenue	Ontario	Calif.	91762
626-PA	KELLY, Patrick H.	--	Elizabeth	804/477-4491	VE6NE	4190 Blenkinsop Road	Victoria	B.C.	Canada
453-P	KELSO, Theodore W.	Ted	Lena	--	W6POQ	1708 Fairdale Ave.,	Escondido	Calif.	92025
601-V	KENNYHERTZ, Albert C.	Al.	Ruth	201/245-7502	W2CDA	125 East 4th Avenue	Roselle	N.J.	07203
95-SGP	KESLER, Charles H.	"KI"	Mabel	408/341-5325	--	3932 O'Neill Drive	San Mateo	Calif.	94403
832-V	KILIAN, Victor W.C.	Vic	Pauline	213/763-7724	W6PQ	4904 Tajunga Ave. #1	North Hollywood, Calif.		91601

# K

127-P	KIMBERK, Raymond S.	Ray	--	--	--	2249 Selby Avenue	Los Angeles	Calif	90064
108-SGP	KING, Ford	(DECEASED July 30 1969 in Honolulu)	--	--	--				
105-P	KING, Howard D.	Doc	--	415/587-9729	--	266 Beverly Street	San Francisco, Calif.		94132
823-P	KINNE, Laurance W.	Doc	Katherine	616/352-5741	W8EU	325 Park Avenue	Frankfort	Michigan	49635
84-P	KITCHIN, JAMES E.	Jim	--	604/984-2838	VE7EN	369 Nigel Avenue	Vancouver 10	B. C.	Canada
330-P	KLEIN, William S.	Bill	Belen	213/660-0317	--	1950 Dracena Drive	Los Angeles	Calif.	90027
196-V	KLEINKLAUS, Louis J.	--	--	--	--	5207 Stan Haven Road	Camp Springs	Maryland	20031
641-PA	KNICKERBOCKER, Harvey M.	"Knick"	Jeanne	714/466-8219	K6SK	7750 Highgate Lane	La Mesa	Calif.	92041
637-PA	KNIGHT, George M.	Doc	Mary	213/764-3469	W6CAL	11921 Stagg Street	North Hollywood, Calif.		91605
133-P	KNIGHT, Walter A.	Walt	Sylvia	714/893-2676	W6GB	13841 McMains Street	Garden Grove, Calif.		92641
18-P	KNOWLES, J.S.	"Si"	Ora	(DECEASED, Dec. 3 1969, Lived in Seattle, Washn.)	--				
613-P	KORF, Earl W.	--	Susanne	201/747-3884	WAZUKO	P.O. Box 153	Lincroft	N.J.	07738
439-V	KORELL, Harold E.	Hal	Marjorie	--	--	501 Orangethorpe (#31 Maple)	Anaheim	Calif.	92801
649-PA	KORN, Wayne A.	--	--	--	K7PPZ	5343 - 25th N.E.	Seattle	Washn.	98105
524-PA	KRANTAS, Charles E.	Charlie	Pat	717/534-2024	W3TFL	104 Johns Avenue	Gettysburg	Penna.	17325
281-P	KRAUSS, Otto J.	--	Ann	--	--	125 - 7th Avenue	San Francisco	Calif.	94118
337-SGP	KRECH, Karl G.	Kark	Betty	--	W3BS	51-2 Revere Road	Drexel Hill	Penna.	19026
725-V	KRISKE, George W.	--	Elsie	--	--	2950 SE San Jeronimo Road,	South Port St. Lucia,	Fla	33545
341-PA	KUDIAN, Henry	--	Maria	--	W2UHM	25 Beauventure Avenue	Ardley	N.Y.	10502
380-SGP	KUMLER, Morris C.	--	Verna	206/SU2-1483	--	3240 NW 57th St.,	Seattle	Washn.	98107

# L

772-PA	LAURIE, Hector R.	Heck	Hazel	805/W8S-5227	W110Y/6	45503 Kingtree Street	Lancaster	Calif.	93534
163-P	LaCHELY, Walter L.	Walt	Estel	--	--	537 Cathedral Drive	Aptos	Calif.	95003
138-P	La FETRA, BERNARD W.	Barney	Ded.	415/531-3889	--	3876 Brown Avenue	Oakland	Calif	94619
102-SGP	LAMB, Edwin S.	Ed	--	505/644-4973	W7HJU	4850 S.W. 139th Avenue	Beaverton	Oregon	97005
781-PA	LAMBERT, John W.	--	Madeline	602/294-1056	W7KAH	P.O. Box 11371	Tucson	Arizona	85706
748-PA	La MOURE, John E.	--	Harriet	805/947-5353	--	38621 Yucca Tree Street	Palmdale	Calif	93550
296-P	LANDICK, Robert E.	Ernie	--	--	W1JZ	94 York Road	Lynn	Mass.	01904
610-PA	LANDIG, Ney E.	Ney	Mary	415/351-3653	K6RI	15520 Farnsworth St.	San Leandro	Calif.	94579
232-PA	LANE, Benjamin P.	Ben	--	--	W7FNE	P.O. Box 103	Yelovans Park	Oregon	97145
277-P	LANE, Fred A.	--	--	--	--	225 Darrell Road	Hillsborough	Calif.	94010
467-V	LANG, Freeman	--	Diana	/949-1928	KH6AX	P.O. Box 3295	Honolulu	Hawaii	96801
13-P	LARSEN, Charles W.	Bill	Ann	714/726-0328	WB6JGJ	1563 Sunrise Drive	Vieta	Calif.	92083
588-P	LAWSON, Merritt H.	--	--	--	--	1924 Riverside Drive	Trenton	N.J.	08618
446-P	LAX, Charles B.	"Charlie"	--	805/588-2391	--	P.O. Box 93	Folly Beach	So. Car.	29439
557-V	LAXSON, Dan D.	Danny	Ann	305/822-2649	W4DL	231 West 41st St.	Mialeah	Florida	33012
72-SGP	LAZARUS, Benjamin N.	Ben	Rose	(DECEASED - March 25 1970 - Lived in New York City).	--				
235-V	LEAL, ALBANO	Al	Gertrude	415/663-1088	--	PO Box 272	Point Reyes Station	Calif.	94956
241-P	LEE, Charles B.	Charlie	--	213/663-3897	W6PZY	2466 Edgewater Terrace	Los Angeles	Calif	90039
239-P	LEIGH, Philip P.	Phil	Marge	714/679-1392	K6YF	P.O. Box 97 (29200 Carmel)	Sum City	Calif	92381
66-P	LELAND, Wallace H.	Wally	--	602/933-6303	K7WL	10946 Canterbury Drive	Sum City	Arizona	85351
355-PA	LENGVEL, Robert R.	Bob	Liane	415/834-7705	W6GKDS	30 Stevenson Drive	Pleasant Hill	Calif.	94523
387-V	LENKOWSKY, Sol.	Len	--	212/W19-8754	(ARA)	C/O: ARA, 270 Madison Avenue	New York	N.Y.	10004
77-V	LETSINGER, Paul H.	Red	Jean	/LY1-1913	--	23 Vine Street	San Carlos	Calif.	94070
400-SGP	LINDEN, BERNARD H.	Bob	Ded.	714/987-3766	--	7072 Napa Avenue	Alta Loma	Calif.	91701
261-P	LINDGREN, M. Harry	Lindy	--	--	W6CJ	207 South Hoover Street	Los Angeles	Calif.	90004
676-SGP	LINDH, Charles R.	--	--	--	--	1014 Kaina Avenue	Albany	Calif.	94706
680-V	LINDNER, Walter R.	Walt	Alice	/941-5749	WAKTE	2810 N.E. 16th St.	Pompano Beach	Florida	33062
255-P	LINDSAY, Edward G.	Ed	Gussie	415/343-8954	W6ND	1473 Balboa Avenue	Burlingame	Calif.	94010
510-V	LINDSEY, William F.	Floyd	Dot	305/731-7039	K4MV	3516 N.W. 39th St.	Fort Lauderdale	Florida	33309
816-PA	LITTLE, William L.	Bill	Ann	219/942-5048	W9OSD	6 North Guyer Street	Hobart	Indiana	46342
820-P	LIVINGSTON, John W.	--	Edith	214/789-3461	--	RFD #2, Box 58	Karnack	Texas	75561
428-SGP	LLOYD, Geoffrey H.	Geoff	Mildred	808/634-361	--	RR-One, Box 80-4	Wailua	Hawaii	96791
392-P	LLOYD, Harold A.	"Al"	Marian	--	W6SRI	1527 Dover Road	Santa Barbara	Calif.	93103
811-SGP	LOEMAN, Hunter J.	--	Frances	412/751-8231	W3OC	223 Cresswood Drive	Elizabeth	Penna.	15037
359-V	LONG, Alfred B.	Al	Syl	713/866-1725	W5EKE	P.O. Box 3265	Beaumont	Texas	77704
645-P	LOONEY, Howard C.	--	Harriet	301/656-4632	W3JI	7609 Cayuga Avenue	Bethesda	Maryland	20034
246-P	LOPEZ, Andrew B.	Bennie	--	215/334-3516	W6AAK	P.O. Box "K"	Acuna	Calif.	91702
238-P	LORD, Barry R.	Larry	Gertrude	214/339-4538	W5JH	1288 North Bagley	Dallas	Texas	75211
679-V	LORD, Wilfred F.	Fred	Dot	305/665-6723	K4PNU	415 Savana Avenue	Coral Gables	Florida	33146
442-SGP	LOVEJOY, Loren A.	--	--	206/LA3-8051	--	6415 9th Avenue N.E.	Seattle	Washn.	98115
482-V	LUDWIG, Joseph	Joe	Margaret	305/585-4100	--	1301 North "D" Street	Lake Worth	Florida	33460

# M

580-P	MAASS, Charles E.	Charles	Ded.	201/379-4986	W2RTV	37 Haddonfield Road	Short Hills	N.J.	07078
774-PA	MACDONALD, Norman I.	Norm	Jo.	604/321-0969	VE7MK	8264 Fremlin Street	Vancouver 14	B. C.	Canada
636-V	MACKENZIE, Duncan O.	--	Frances	604/385-5093	--	2562 Wesley Place	Victoria	B. C.	Canada
28-P	MACKIN, George R.	Ray	Mary	408/354-8371	K6CI	14925 Sobey Road	Saratoga	Calif.	95070
306-V	MADDEN, ROY E.	Sparks	Ded	--	--	535 Alfred Road	So. Tom's River	N.J.	08753



# M

187-P	MATTHEWS, Walter I.	Natty	Mim	415/669-1094	--	P.O. Box 266	Inverness	Calif.	94937
771-PA	MATTHEWS, S. Reginald	Reg	Marna	KL	WH7ORV	7537 North 18th Ave.,	Phoenix	Ariz.	85021
389-V	MAXSON, Roy R.	Max	Mildred	(W6PJU) 714/724-	5131	WADEY 221 Knoll Rd.	Viata	Calif.	92083
(POP-1)	MAYES, Thom L.	--	Lygia	408/867-0213	W6AX	21120 Sullivan Way	Saratoga	Calif.	95070
408-V	MEANS, Paul S.	Pablo	Kathleen	305/832-9142	--	951 Bowling Lane	Rockledge	Florida	32955
206-PA	MEDITZ, Joseph E.	Joe	--	212/456-8206	W2CQJ	564 Grandview Avenue	Ridgewood	N.Y.	11237
445-P	MEISTER, George	--	Johanna	(DECEASED - March 2 1971)	--	Lived in Portland, Oregon).			
300-PA	MELONEY, William M.	Bill	Dot	415/669-1008	W6HTG	Star Route	Inverness	Calif.	94937
325-P	MELVILLE, J.G.	Jerry	Sarah	213/293-1400	--	5825 South Kings Road	Los Angeles	Calif.	90056
614-P	MERRITT, Lawrence G.	--	Ded	213/842-4151	--	1138 North Lima Street	Surbank	Calif.	91505
285-P	MEYER, Henry E.	--	--	--	WA4TRR	1224 Taylor Street	Hollywood	Florida	33020
89-SGP	MEYERS, Raymond E.	Heinie	Marge	/282-0014	W6HLE	P.O. Box "B"	San Gabriel	Calif.	91778
15-SGP	MICHE, Jack A.	Jack	Alice	415/SK1-4773	--	651 - 36th Avenue	San Francisco	Calif.	94121
817-SGP	MILLER, Arthur A.	Art	Ellen	A1berche 24	--	Soto Grande, Apt 75, La Linea de La Concepcion,	Cadiz, SPAIN		
571-PA	MILLER, J. William	Bill	Edna	703/938-1508	K4MM	8904 Carrhill Court	Vienna	Virginia	22180
734-PA	MITCHELL, Richard	Dick	Virginia	213/431-4001	W6IIP	3341 Wimbiston Drive	Los Alamitos	Calif.	90720
60-P	MITCHELL, Walter L.	Walt	Dorothy	206/LA2-3050	W7VI & W47LCC	2309 Lakeview Dr.	Lacey	Washn.	98501
521-V	MOCK, Roy	--	--	415/368-6043	--	506 Winslow Street	Hedwood City	Calif.	94063
459-P	MOLTZER, Albert C.	--	Myra	--	--	P.O. Box 362	Paso Robles	Calif.	93446
243-V	MONK, Dr. Gregory G.	Greg	Aisne	/466-4234	W6HL	8340 Valle Vista Rd	La Mesa	Calif.	92041
417-V	MONTGOMERY, KEITH B.	Monty	--	--	--	P.O. Box 344	Edmonds	Washn.	98020
189-P	MONTGOMERY, MARTELL E.	Monte	Annie	--	K8HM	Ocampo 83,	Ajijic	Mexico	
12-P	MONTLE, Rome	Monty	Sidney	206/TR8-4136	WA7FBP	21860 - 34th Avenue So.	Keat	Washn.	98013
149-P	MOON, ROBERT B.	Bob	Audrey	213/355-2935	W6YN	485 North Canon Drive	Sierra Madre	Calif.	91024
635-P	MOORE, Joseph P.	Joe	Lelia	714/748-5298	W6SYVC	14515 Kittery Street	Poway	Calif.	92064
30-P	MORENUS, Charles W.	Charlie	Toni	(DECEASED - June 24 1970 at home in Hernando, Florida)					
554-PA	MORGAN, Arthur W.	Art	Katherine	604/321-9913	VE7ATT	1051 East 56th Ave.,	Vancouver 15	B.C.	Canada
424-P	MORGAN, Calvia P.	Cal.	Edna	206/863-9680	--	11301 - 109th Ave. "E"	Sumner	Washn.	98390
195-P	MORRIS, Hedley B.	--	Gladys	415/924-1463	--	141 Hill Path	Corte Madera	Calif.	94925
766-P	MOWRY, Clair E. Sr.	Ed	Ded.	616/843-9592	K8AEB	714 Diana St.	Ludington	Michigan	49431
508-V	MULLIGAN, Homer E.	Red	Ruth	415/526-9454	--	1029 Keoncrest Drive	Berkley	Calif.	94702
55-P	MULLIX, George H.	"DM"	El	415/968-7587	W6WDU	501 - 60 Moorpark Way	Mountain View	Calif.	94040
724-P	MUMFORD, Edgar R.	Royal	Violet	301/849-8536	W3CU	Rt. 1, Box 387	Annapolis	Maryland	21401
746-P	MUMFORD, William W.	Bill	Betty	201/538-7392	W2CU	4 Craydon St.	Morris Plains	N.J.	07950
392-P	MUNDT, Carlos S.	--	Virginia	415/863-4797	W6XT	595 Midway Drive	Novato	Calif.	94947
841-P	MUNHOLLON, Virgil V.	Virg	--	212/244-4530	W6LLE	417 W. Los Feliz Rd. (Apt. 4)	Glendale	Calif.	91204
254-PA	MUNNERLYN, Charles J. Jr.	Chuck	Mary	707/546-8134	--	3898 Holland Drive	Santa Rosa	Calif.	95404
146-P	MUNTER, CMDR Wilfred	Bill	--	(DECEASED - July 14 1962 - Home was San Diego, Calif.)					
584-PA	MURRAY, James	Jim	Hester	206/L16-1654	WA7HSO	17728 Denmore N.	Seattle	Washn.	98133
829-V	MYERS, Clare H.	--	Viola	315/492-1210	--	3736 Eager Road	Jamesville	N.Y.	13078

# MC

292-P	McARDLE, James J.	Jim	Rosaleen	415/681-7731	W6FX	1363 - 37th Avenue	San Francisco	Calif.	94122
38-SGP	McCARGAH, Jonas L.	Mac	Evelyn	408/476-4092	W6EY	750 - 47th Ave., #47	Capitola	Calif.	95010
68-P	McCARTHY, John J.	Mac	Bernice	209/477-7175	W6MC	2843 Rutledge Way	Stockton	Calif.	95207
338-V	McGEORGE, H. Crosby	Mac	Eleanor	805/238-3156	W6HJL	18 - 12th Street	Paso Robles	Calif.	93446
321-P	McGEORGE, William M.	Bill	Geneva	408/244-4944	W6EU	2755 Westfield Ave.,	San Jose	Calif.	95128
683-P	McGINNIS, Edwin W.	Mac	Betty	509/547-4473	W7IK	7800 River Blvd	Pasco	Washn.	99301
237-P	McKINNEY, Joe H. CDR.	Mac	Bernice	--	--	Rt. 3, Box 706	Seguin	Texas	78155
137-V	McLEOD, George R.	Bob	Hilda	301/OLA-6829	--	5106 River Hill Road	Washington	D. C.	20016
441-P	McLEOD, Gordon	Mac	May	415/345-3912	W4GHFO	504 Alta Avenue	San Mateo	Calif.	94403
714-PA	McLEOD, Lewis E.	Ed	Oca	--	W4GHO	--	Waves	N.C.	27982
415-PA	McLISH, Clinton L.	Clint	Cella	213/866-3857	--	5326 No. Kettler Ave.,	Lakewood	Calif.	90713
194-V	McMAHON, Lee R.	Mac	Mildred	713/892-9541	W4BNLE	1815 East Lucas	Beaumont	Texas	77703

# N

233-PA	NANTZ, Raymond L.	Ray	Ded.	Last mail returned by P.O. (New York City) Can any member furnish address?					
639-P	NEALE, LT CMDR George M.	Leora	--	--	VE7VK	4276 Parkside Cr.	Victoria	B.C.	Canada
310-SGP	NEIFERT, Reuben G.	Gay	Arvilla	213/695-4580	--	11146 E. El Rey Drive	Whittier	Calif.	90606
85-PA	NELSON, John B.	--	Ruby	/RAS-2073	W6EAR	P.O. Box 694	Half Moon Bay	Calif.	94019
629-V	NELSON, Wayne M.	--	Helen	704/782-7713	W4AA	P.O. Box 127	Concord	N.C.	28025
49-SGP	NEWBY, Ray	"Nube"	--	209/463-0377	--	610 Sharon Avenue	Stockton	Calif.	95205
58-V	NEWMAN, Donald P.	Don	Margaret	415/731-7631	W7CO & W7DM	2800 Ocean Avenue	San Francisco	Calif.	94132
39-SGP	NICHOLS, Clifton T.	Nick	Sylvia	714/345-1138	KEQP	77-014 California Drive	Palm Desert	Calif.	92260
630-V	NICKS, Henry J.	--	Sally	305/665-8738	K4GM	5710 S. W. 57th Avenue	Miami	Florida	33143
531-PA	NOAH, Lewis B.	Law	--	--	--	P.O. Box 1687	Juneau	Alaska	99801
372-V	NOLAN, Arthur B.	Art	Grace	714/438-5250	--	2140 Garston St.	San Diego	Calif.	92111
692-PA	NORBACK, John O.	Jen	--	415/941-1959	W6KPV	27040 Elena Road	Los Altos Hills,	Calif.	94022
756-V	NORGARD, Ralph L.	--	Dorothy	503/281-1909	W7QY	3710 N.E. Simpson St.,	Portland	Oregon	97211
209-SGP	NORMAN, Stacy W.	Norm	Wla	703/293-2333	W4SN	1656 Brandywine Dr.	Charlottesville	Va.	22901
733-P	NOTTINGHAM, William P.T.	Bill	Mildred	--	--	35010 Date Avenue	Tucupa	Calif.	92399

# N

294-P	NUGENT, Thomas F.	Tom	Eleanor	--	WASWJI	503 Antioch Lane	Ballwin	Missouri	63011
266-PA	NYREN, Paul E.	--	--	--	WASFEU	2730 Herman Drive, Apt. 106,	Pullman	Washn.	99163

# O

691-PA	OATHAN, Marshall Z	Marsh	--	714/564-4749	WAGQV	P.O. Box 451	La Quinta	Calif.	92253
112-P	O'BRIEN, William J.	Bill	Marjorie	600 - 6144	--	45 Murray St.	Pyrmont N.S.W	AUSTRALIA	-----
746-PA	OEFINGER, Hawley C.	"HCO"	Jeanne	203/322-0037	WIGUP	1758 Hawfield	Stamford	Conn.	06903
821-PA	O'LAHEY, John D.	--	Karen	907/443-2064	K7KNU	P.O. Box 52	Nome	Alaska	99762
373-V	OLIVER, Herbert J.	Herb	Virginia	503/654-1218	W7DVV	2108 S.E. Silver Springs	Rd. Milwaukie	Oregon	97222
295-PA	OLIVER, Melvin J.	Mel	Yo	415/669-1430	WIKTH	P.O. Box 181	Inverness	Calif.	94937
229-V	OLSON, Keith	--	Doreen	206/CR5-6351	W7FS	Star Route 1, Box 398	Belfair	Washn.	98528
354-V	ONG, George H.	--	Lucretia	415/524-8918	W6ZTQ	1241 Garfield Ave.,	Albany	Calif.	94706
474-P	ONSUM, George A.	--	Rachel	--	W7IC	17522 Avenue 33 N.E.	Seattle	Washn.	98155
181-SGP	ORMSBY, Russell S.	Russ	Grace	--	--	631 - 26th Avenue	Santa Cruz	Calif.	95060
20-SGP	OSBORNE, Butler J.	Barney	Eve	Unl.	W6US	454 Meon Mountain Road	Sonoma	Calif.	95476
436-V	OSCARSON, Bert A.	Bert	Helen	206/LA3-7594	W7ADT	6414 Brooklyn Ave. NE.	Seattle	Washn.	98115
203-P	OSTERHOUDT, Elmer G.	"EO"	Mabel	--	--	745 Cordone Avenue	Reno	Nevada	89502

# P

807-V	PACHNER, Stanley F.	Stan	--	--	--	413 West Main Street	Grass Valley	Calif.	95945
548-P	PACKARD, Lyman W.	Pack	Mary	602/445-7894	W6PC	1150 West Skyview Drive	Prescott	Ariz.	86301
605-P	PALMER, Glenn E.	--	Gina	415/001-4611	W6EZY	1758 - 32nd Avenue	San Francisco, Calif.	94122	
81-P	PALMER, Robert S.	--	--	--	W7ED	17211 Second Ave. West.	Bethell	Washn.	98011
171-P	PAIKANS, Stephen	Steve	Perna	415/836-0813	W6TDR	934 Jackson Street	Albany	Calif.	94706
190-PA	PARNELL, Lester P.	Les	Dora	--	--	Rt. 1, Box 162-A	Wheatland	Calif.	95592
604-P	PARTRIDGE, George A.	Birdie	Iris	THANet 62839	G3CED	17 Ethel Road, Broadstairs,	KENT,	ENGLAND	-----
35-P	PASCOE, Gordon H.	Gord	Vera	206/WB2-0282	--	4013 S.W. Othello St.,	Seattle	Washn.	98116
836-P	PAULSON, Leroy D.	--	Carol	NL.	--	P.O. Box 403	WAKE ISLAND	---	96930
655-P	PECK, Gordon V.	--	Ethel	214/DI8-4225	--	175 Classon Drive	Dallas	Texas	75218
291-PA	PEEBLER, Robert B.	Bob	Helen	NL.	W6KIW	113 Barracuda St.	Galveston	Texas	77550
45-P	PEEK, Loyd	--	Margaret	206/EM3-7373	W7BA	11044 Durland N.E.	Seattle	Washn.	98125
368-V	PEEL, John A.	--	Elsie	503/235-2254	W7LT	3118 S.E. 6th Avenue	Portland	Oregon	97202
225-P	PEMBERTON, Cyril H.	"Cy"	Ruth	NL.	K6LE	491 Lado De Loma	Vista	Calif.	92083
551-V	PENNIWELL, Amory F.	Penny	Carsen	--	W6EZX	2407 Calle Limarce	Santa Barbara, Calif.	93105	
193-SGP	PEREGRINE, Clarence A.	Perry	Marjorie	303/464-7440	--	R.R. 1,	Palisade	Colorado	81526
665-P	PERKINS, Thomas C.	Tommy	LaTrelle	813/392-1696	--	401-150th Ave. Bay Palms	Park, Madeira Beach, Fla.	33708	
114-P	PERRY, George E.	--	Carol	206/AT3-6538	W7TC	1232 - 2nd Avenue North,	Seattle	Washn.	98109
293-P	PERRY, Stewart S.	Stew	Alice	NL.	W1BB	36 Pleasant Street	Winthrop	Mass.	02152
498-P	PETTMAN, Bernard	Barney	Agnes	--	G3MLN	1 Nymus Close, Chesterfield,	WHITSTABLE, KENT, ENGLAND		
376-PA	PETERSON, Jack B.	Jack	--	--	W6UAB	C/O: Chevron Shipping Co, POBox 3069,	S.F. Cal.	94105	
286-SGP	PHILBRICK, John S.	Phil	--	--	--	200 Glenwood Circle #708	Monterey	Calif.	93940
844-PA	PHILPOTT, Roy Peter	Roy	(ENGLAND)	Chelmsford 72474	G3VCH	54 Readers Court, Gt. Baddow,	Chelmsford, Essex	CM28EX	
479-PA	PHIPPS, Fowler I.	Red	Bettie	213/867-7634	--	6125 Eckleson St.	Lakewood	Calif.	90713
410-V	PIERCE, Elmer A.	--	Ann	--	W6CID	P.O. Box 666	Victorville	Calif.	92392
344-SGP	PIERSOL, Myron Dale	--	Dad	314/MS-8583	W6TYW	3227 Edgar Avenue	Maplewood	Missouri	63143
603-PA	PIKE, Percy C.	Pickle	Nabel	604/479-3358	VE7PP	648 Baxter Avenue	Victoria	B. C., Canada	
312-V	PIOTROWSKI, Sigmund	Pete	Del	308/882-4982	W6EWP	P.O. Box 422	Imperial	Nebraska	69033
597-V	PIRIE, Robert K.	Bob	Shirley	805/967-9698	W6OD	5298 Louisiana Place	Santa Barbara	Calif.	93105
563-P	PLANT, C. Ronald	Don	Margaret	Ashover - 253	G3CPL	The Cottage, Gyan Lane, Milltown,	Ashover, Chesterfield, Eng		
320-P	POHL, Maxwell A.	Al	Marie	(DECEASED - June 11 - 1970 - Lived in Brigham City, Utah)	--	--	--	--	--
391-P	POOLE, Andrew L.	Andy	--	714/297-2652	--	4166 Fourth Avenue	San Diego	Calif.	92103
273-P	POTTEE, CARLOS L.	--	--	(DECEASED - Aug. 17 1970 - Lived in North Cambridge, Mass.)	--	--	--	--	--
449-P	PRATHER, CMDR Arlie	Wayne	Faye	--	W6GWY	4825 W. Alder Drive	San Diego	Calif.	92116
252-SGP	PRATT, Baraden	--	Dad.	(DECEASED - Aug. 18 1962 - Lived at Pompano Beach, Florida).	--	--	--	--	--
671-P	PRATT, JOHN N.	"JM"	Levora	213/TD7-1525	--	9208 Palm St.	Hellflower	Calif.	90706
627-PA	PREBLE, Clyde W.	--	--	415/393-1709	W60LA	552 Midvale Way	Mill Valley	Calif.	94941
79-SGP	PRICE, Eugene H.	Gene	Ida	408/688-3656	W6NTB	352 Rio Del Mar Blvd.	Aptos	Calif.	95003
802-P	PRICE, Leo A.	Dad	Elsie	216/724-44301	--	576 East Archwood Avenue	Akron	Ohio	44301
185-PA	PRINCE, Roy F.	--	Betty	408/259-6347	VE8LP/W6	12661 Sherree Court	San Jose	Calif.	95127
50-P	PYLE, Howard S.	"YB"	Dad	206/232-3241	W7OE	3434 - 74th S.E.	Mercer Island	Washn.	98040

# Q

717-PA	QUEREAU, Breannan F.	"Bren"	Emma	303/443-1868	W6LY	420 South 45th St.	Beulder	Colorado	80303
402-SGP	QUINBY, CMDR. Edwin J.	"Jay"	Margaret	201/273-4293	--	30 Blackburn Road	Summit	N.J.	07901

EVERY MEMBER GET A MEMBER ! Solicitation by members is more effective than any effort your Membership Chairman can do to bring in new members. Please do your part.

THE WIRELESS PIONEER  
DIRECTORY SECTION



35-P	RASER, EDWARD G.	ED	Pauline	609/882-6645	W221	19 Blackwood Drive	Trenton	N.J.	08628
116-P	RAYBURN, Walter R.	Walt	Vera	206/295-3960	W7PW	R-1, Box 154	Anacortes	Washn.	98221
177-V	RAUCH, Walter P.	Walt	Faye	213/363-3585	W6NR	11238 Babbitt Avenue	Granada Hills	Calif.	91344
409-V	READ, Samuel G.	Sam	Barbara	714/422-6581	WA6OMR	1100 Industrial Ave.	Space H-12, Chula Vista, Ca.	92011	
341-V	REISTAD, Frank E.	--	Rachel	816/252-8058	W6AW	4015 South Delaware	Independence	Missouri	64058
357-V	RICHARDSON, Jack C. Junior	Helen	Helen	707/963-3092	--	2080 Spring Mtn. Rd.,	St. Helena	Calif.	94754
487-SGP	RICHARDSON, Kenneth	--	Henny	516/599-4736	--	254 Vincent Avenue	Lynbrook	N.Y.	11563
130-P	RICHARDSON, Roland D. Rich	--	--	415/447-1202	W6AW	P.O. Box 244	Coarsegold	Calif.	93614
526-SGP	RIDDLE, Elmer H.	"E1"	Eather	305/287-6477	--	P.O. Box 851 (202 South St.)	Jensen Beach, Fla.	33457	
533-PA	RITZEN, Jacob L.	Jake	Georgia	--	W6JHY & W6GWL	USNAF, Box 40,	APO NEW YORK	N.Y.	09406
845-V	ROBERSON, Clyde	Robby	Evelyn	414/481-3302	W9EGR	3120 South Indiana	Milwaukee	Wisc.	53207
751-V	ROBERTS, Eric A.	--	Eleanor	N.L.	W2BJ	P.O. Box 565, Pawley's Island	S. C.	29585	
721-V	ROBERTS, Forrest, G. Jr.	--	Letitia	305/667-3246	W4EYM	1527 Baracos Avenue	Coral Gables	Florida	33146
179-SGP	ROBERTS, COL. Haydn P. Bob	Bob	Bcd.	--	--	2641 Golden Rain Rd #6	Walnut Creek	Calif.	94595
644-V	ROBERTS, Thomas J.	Tom	Gladys	305/448-4394	K4FL	1511 Cortez Street	Coral Gables	Florida	33134
398-P	ROBERTS, Walter J.	--	Bertha	415/533-1155	K6AX	4307 Evans Avenue	Oakland	Calif.	94602
200-P	ROBINSON, Alfred K.	Robbie	Edna	--	W6CN	755 Cromwell Way	Vista	Calif.	92023
799-V	ROBERTSON, Harvey J.	Robbie	Bonnie	307/632-1724	W7HRM	3615 Ostdiek Court	Cheyenne	Wyoming	82001
651-V	ROBINSON, John A.	--	Margaret	205/539-2909	K4NV	1501 Monte Sano Blvd	Huntsville	Alabama	35801
141-V	ROBINSON, John T.	Jack	Bodie	--	W7MEA	6203 - 77th S. E.	Mercer Island	Washn.	98040
631-PA	ROBINSON, Oliver K.	Bob	Kathy	415/581-5257	--	18775 Vineyard Road	Castro Valley	Calif.	94546
545-SGP	ROBSON, Arthur H.	--	--	604/922-1594	--	399 - 24th St. Apt-"C"	West Vancouver	B. C. Canada	
176-P	ROEDUCK, Fred G.	--	Margaret	415/343-3294	--	413 Hillcrest Road	San Mateo	Calif.	94402
699-P	ROM, Carl W.	Homs	Mary	305/758-3055	--	148 N.W. 90th Street	Miami	Florida	33150
404-P	ROMANDER, C. Hugo	Hugo	Charlottie	--	W6CH	949 Pleasant Hill Rd.	Redwood City	Calif.	94061
609-PA	ROSSITER, Lawrence	Larry	Velva	804/478-5476	VE7QF	Humpback Road, RR-6	Victoria	B. C. Canada	
169-V	ROWE, Alfred W.	Al	--	--	W2BSJ	Hotel Keller, 150 Barrow St.	New York	N.Y.	10014
520-V	RUGGLES, James E.	Ed	Ruth	213/761-8979	W6IH	12252 Hartsook Street	North Hollywood	Calif.	91607
502-P	RUSSELL, Adam J.	Russ	Grace	--	WN7MCZ	1931 E. Silver St.	Tucson	Arizona	85719
739-SGP	RYAN, Francis M.	Fran	Irene	703/536-9306	--	5920 Durdale Road	Mc Lean	Virginia	22101



611-PA	SANDERS, Bernard R.	Sandy	Margaret	314/892-2988	W6IMQ	2519 Sarbeck Drive	St. Louis	Missouri	63125
490-PA	SANICOLA, Peter	Pete	Julia	516/1V3-7432	W2LTM	308 Kennedy Avenue	Hempstead	N.Y.	11550
617-P	SCHANZ, John S.	Jack	Ded.	215/646-1921	W3FYD	112 Randolph Avenue	Fort Washington	Penna.	19034
360-P	SCHENK, Ernest J.	Ernie	Lottie	602/935-2060	W788M	12428 No. 111th Dr.	PO Box 276, Youngtown, Ariz.	85363	
736-P	SCHINDLER, Carl	Don Carlos	--	N.L. Hidalgo	231,	Interior 2, San Pedro, Tlaquepaque,	Jalisco,	MEXICO	
204-SGP	SCHMITT, Lawrence R.	Larry	Ded	813/642-3022	--	P.O. Box 1114	Naples	Florida	33940
94-P	SCHREIBER, Walter R.	Walt	Genevieve	805/544/2045	--	2449 Parkland Terrace	San Luis Obispo	Calif.	93401
744-PA	SCHULTZ, Clarence S.	Steve	Willy	913/238-4936	W6CJH	520 South Jefferson	Junction City	Kansas	66441
561-P	SCHULTZ, Harold B.	"One Wire"	Hilda	501/736-2361	--	Route 1, Box 224	Gentry	Ark.	72734
838-SGP	SCOTT, PROF. Herbert J.	Herb	Anna-Mae	415/569-1952	--	477 Warwick Ave.,	San Leandro	Calif.	94577
568-P	SCOTT, Leslie M.	--	Frances	504/536-6748	--	12561 - 22nd Ave., Ocean Park,	Surrey	B. C. Canada	
646-V	SEEMAN, Thomas H.	Tom	Mary	714/582-1929	W6LRV	4957 Elsa Road	San Diego	Calif.	92120
792-SGP	SEIDL, Alexander	"Si"	Cathleen	408/336-5909	--	125 Morningside Drive	Ben Lomond	Calif.	95005
558-PA	SERPA, Joseph E.	Joe	Dolores	415/456-5874	W6KUF	104 Blossom Court	San Rafael	Calif.	94901
602-V	SEWARD, Floyd W.	Stu	Hazel	805/WH2-1909	W7TCH	44003 Elm Avenue N.	Lansaster	Calif.	93534
465-P	SHAFFER, Andrew L.	Andy	Christine	513/845-0572	W8TE	315 No. Adams Street	New Carlisle	Ohio	45344
699-P	SHANNON, COL. Frank J.	Frank	Rose	813/251-5386	K4GT	140 Bosphorus Avenue	Tampa	Florida	33606
534-PA	SHAW, Will A.	--	Cora	214/366-4600	W5ARV	Route 1, Box 40	Venus	Texas	76084
371-SGP	SHAW, William H.	Bill	Ded.	609/884-7187	WB2VEJ	508 Alexander Ave.,	Cape May Point	N.J.	08212
443-P	SHEETS, Claude W.	--	Bertha	317/268-2855	--	RR-2, Box 121	Cuttler	Indiana	46930
513-P	SHIDLER, Elbert M.	Al	Jessie	805/642-3152	W6IYU	2943 Seaview Avenue	Ventura	Calif.	93003
654-V	SHINY, Ellsworth K.	"EK"	Olivia	305/464-3966	W4BIC	114 Ridmar Court	Port St. Lucie	Florida	33450
157-V	SHRADER, Robert L.	Bob	Dot	707/823-2122	W6BNE	11911 Barnett Valley Road	Sebastopol	Calif.	95472
161-SGP	SIDNELL, Robert G.	Bob	Frances	305/946-3659	W64RMP	845 S.E. 22nd Ave, Apt#9,	Pompano Beach, Florida	33082	
303-P	SILVESTRI, Mario	--	Gladys	408/734-4296	--	Adobe Wells - 512 N. Lawrence Expressway,	Space 512	Sunnyvale, Calif.	94086
150-P	SIMPSON, Emery L.	"Em"	Donna	(DECEASED - April 26 1970, Lived near Sebastopol, Calif.)	--	--	--	--	--
673-PA	SIMPSON, Hugh E.	"Suitcase"	Genevieve	703/471-9436	--	11537 Links Drive	Reston	Virginia	22070
52-P	SIMPSON, Robert L.	Bob	Winnie	707/938-2223	W6PCX	310 East Napa Street	Sonoma	Calif.	95476
26-P	SIMPSON, Warren G.	"SI"	--	--	--	1490 Funston Ave.,	San Francisco	Calif.	94122
242-P	SINGER, Charles H.	Chuck	--	--	--	4201 Cathedral Ave. N.W.	Washington	D.C.	20016
662-PA	SINGER, Richard H.	Dick	Lila	213/336-1094	K6KSG	705 No. Elster Avenue	Valinda	Calif.	91744
504-V	SKIPPER, Louis C.	"LC"	Westelle	415/447-3462	W6KPF	725 North "O" St.	Livermore	Calif.	94550
8-P	SLATER, John L. Jr.	Jack	Ruth	408/248-4995	W6WPF	2456 Johnson Place	Santa Clara	Calif.	95050
713-PA	SLOVINSKI, Theodore H. Ted	Anna	Anna	616/316-9503	W6BRPE	25 Coldbrook N.E.	Grand Rapids	Mich.	49503
366-P	SLYFIELD, Charles D.	Sam	Marjorie	714/487-2144	W6WC	16354 Boca Dr. (Mancho Bernardo)	San Diego, Calif.	92128	
798-P	SMITH, Calvin J.	Cal.	--	213/656-4409	W6BRD	1155 Hacienda Place	Los Angeles	Calif.	90069
838-P	SMITH, Nelson J.	--	Ruth C.	804/388-8662	VE7DP	448 Lampton Street	Victoria	B. C. Canada	
374-PA	SMITH, Raymond C.	Smitty	Lena	707/762-7735	--	25 Cordelia Drive	Petaluma	Calif.	94952



207-PA	SMITH, Walter D.	Walt	Ev	703/JE3-3515	W41J	6043 Lebanon Drive	Falls Church	Virginia	22041
516-V	SMITH, William L.	Smitty	--	212/448-0520	--	Sailors' Saug Harbor	Staten Island	N.Y.	10301
192-P	SNOW, CDR. Albert E.	Al	Jeanne	617/255-2488	W1RE	Freeman Lane, BR1, Box 327	Orleans, Cape Cod, Mass.	02653	
494-P	SOMMER, FRED D.	--	Martha	309/682-4961	--	2627 North Kingston Drive	Peoria	Illinois	61604
719-PA	SOUTH, Samuel L.	Sam	Achash	609/397-3523	W22CH	Box 16, BR-2	Lambertville	N.J.	08530
67-SGP	SPAGNA, Mario J.	Spag	Florence	415/621-5366	--	4570 - 19th Street	San Francisco	Calif.	94114
336-P	SPARKS, Lester H.	Sparky	--	(DECEASED - April 1 1970)	--	Auto Accident - Lived	Long Beach, Calif.		
434-P	SPATAFORE, Anthony J.	Tony	Florence	415/345-1471	W4LFPQ	227 - 25th Avenue	San Mateo	Calif.	94403
23-P	SPATAFORE, Joseph	Joe	Irene	916/455-3776	E6ER	3181 "U" Street	Sacramento	Calif.	95817
87-P	STAGNARO, John E.	Stag	Mary	213/248-2893	W6MAB	2305 Panorama Drive	LA Crescenta	Calif.	91214
215-P	STEADMAN, Robert C.	LTCMDR	Rose	617/775-8030	W1GHB	596 West Main St.	Hyannis	Mass.	02601
76-P	STEFFEN, Carroll V.M.	Steff	Norma	415/452-3466	E6AY	2819 Park Blvd.,	Oakland	Calif.	94610
525-PA	STEGGER, James B.	Jack	Jean	916-533-6211	W6AJB	920 King James Way	El Dorado Hills	Calif.	95630
214-SGP	STENGLE, William F.	--	Gertrude	N.L.	--	116 College Ave.,	Lancaster	Penna.	17603
438-P	STERLING, GEORGE E.	--	Margaret	--	W1AE	Peaks Island	Portland	Maine	04108
379-SGP	STEVENS, Edward D.	Steve	Dad	( Care: The Hermyage Home, 25271 Barton Road, Room 16, Loma Linda, Cal.)	92354				
509-V	STEVENSON, Clarence H.	Steve	Ellen	206/V17-7591	W7HMS	25210 52nd Avenue East	Graham	Washn.	98338
347-V	STEVENSON, David A.	Dad	--	415/868-1434	--	P.O. Box 223	Bolinas	Calif.	92924
491-V	STINSON, Frank M.	--	Dorothy	314/527-4680	K9G00	1520 Maple Lane	Ellisville	Missouri	63011
495-PA	STOKELY, George D.	--	Dad,	415/663-1490	--	P.O. Box 111	Inverness	Calif.	94937
186-PA	STOUT, Max V. "Hoese"	Nan	--	--	K5CDA	--	Ozone	Ark.	72854
826-PA	STRAUSS, Seymour	"SY"	Beatrice	415/364-4371	W41KU	1929 Alameda	Redwood City	Calif.	94061
819-PA	STRONSNES, Bjornar	BST	(C/O: Overseas Shipping Company, 1 California Street				San Francisco	Calif.	94111
556-PA	STUTZMAN, Thomas C.	"Bear"	--	313/893-4118	--	19393 Carrie	Detroit	Michigan	48234
440-PA	SULSER, Wayne J.	--	Rae	515/282-1345	W9BQ	1926 - 7th Street	Des Moines	Iowa	50314
783-PA	SWAFFORD, John H.	--	Ann	703/536-8537	W4HU	2025 North Kensington St.	Arlington	Virginia	22205
835-P	SWALLOW, John H.	--	Dad,	714/420-9473	W25VA	72 West Avenue	Canandaigua	N.Y.	14424
612-V	SWANSON, Herschel C.	Spud	Ruby	319/366-1392	W9LZ	193-20th Avenue S.W.	Cedar Rapids	Iowa	52404
340-V	SWARTZBERG, David	--	Edna	--	--	211 Eastern Avenue	Lynn	Mass.	01902
332-V	SYKES, Norman G.	--	Margaret	-- (ENGLAND)	G5MPH	Windrush, Oakley Road,	Cheltenham, Glos.	GL52 6NZ	Engld
849-V	SZABO, Paul	--	Viona	813/257-3981	WB4LXJ	Davis Islands, 438 E. David Blvd.	Tampa	Fla.	33606



65-P	TAGGARD, Stanley G.	Stan	Josephine	415/548-5959	--	1107 Keith Avenue	Berkeley	Calif.	94708
342-V	TAGGART, Wallace R.	Tag	Barbara	415/655-2710	W6ENO	1125 Winsor Avenue	Piedmont	Calif.	94610
775-PA	TALBOT, Kenneth	Ken	Elizabeth	604/581-0294	--	11244 Kendale View	Delta 716	B. C.	Canada
460-SGP	TAMBURINO, Anthony C.	Tony	Antoinette	--	K4BX	6708 Farragut Ave	Falls Church	Virginia	22042
324-P	TAMI, Joseph J.	Joe	Mary	213/353-1389	W6DAY	7725 Apperson St.	Tujuana	Calif.	91042
245-SGP	TAPPAN, Lester J.	Lee	--	--	--	6230 Lucky John Road	Paradise	Calif.	95969
501-P	TASCHNER, Vern M.	CDR. Jiffy	Clara	714/494-0175	W8PPB	1139 Gaviota Drive	Laguna Beach	Calif.	92651
570-V	TASKER, James M.	Jim	LaVerne	(DECEASED 1971 - Lived in San Carlos, Calif.)					
478-P	TATE, Theodore B.	Ted	Oleta	/621-5697	KH6EPW	1711 Nakala Street	Wahiawa	Hawaii	96786
775-PA	THETREAU, Ralph P.	Tate	Gertrude	313/537-2961	W8FX	27209 West Six Mile Road	Detroit	Michigan	48240
471-V	THOMAS, Hubert E.	Tom	Madelein	805/646-2270	W6BKV	1302 Loma Drive # 43	Ojai	Calif.	93023
640-PA	THOMAS, Ralph L.	--	--	213/874-9063	W6PCZ	7335 Santa Monica Blvd.,	Los Angeles	Calif.	90046
579-PA	THOMPSON, Thomas E.	--	Debbie	--	--	3138 Fairview St. Apt.101	Chesapeake	Virginia	23325
48-SGP	THOMPSON, Wesley C.	"WC"	Minna	/336-8525	W6BPV	7900 Harvard Drive	Ben Lomond	Calif.	95005
64-P	THORNE, P.E.	"Phil"	--	(DECEASED - March 20 1970 - Lived in Oakland, Calif.)					
780-PA	TRUMA, Anthony J.	Tony	Nadgeline	305/564-1907	--	402 N.E. 25th St.	Fort Lauderdale	Florida	33305
217-SGP	TRAVIS, Gerald E.	Jerry	Alma	--	--	22 Mitola Drive	North Kingston	R.I.	02852
701-P	TRITES, Kenneth A.	Ken	Maurine	515/265-0142	W9LO	1422 Penn Avenue (Apt.7)	Des Moines	Iowa	50316
466-P	TROSPER, Gilbert A.	Gib	Ramona	(DECEASED - Feb. 6 1971 - Lived in San Francisco, Calif.)					



512-P	UPTON, Kenneth E.	Ken	Dorethea	602/297-3494	--	250 West Shenandoah St.	Tucson	Arizona	85704
535-P	UPTON, Monroe	--	Emerita	602/624-6357	--	3740 Ironwood Hill Dr.	Tucson	Arizona	85705



815-V	VANDERSLUIS, Arthur L.	Van	Ruby	218/751-4812	W9GFF	Route 5	Benidji	Minn.	56601
745-PA	VANDIVEER, William E.	Bill	Janet	212/883-8242	K2DW	23 Oldwood Road	Port Washington	N.Y.	11050
405-SGP	VAN DYCK, CAPT. Arthur F.	Van Edith	--	305/562-3748	--	P.O. Box 3457	Vero Beach	Florida	32960
581-PA	VANICEK, Jerry J.	--	Nellie	312/FR6-2079	W9CZT	3313 South Lowe Ave.,	Chicago	Ill	60616
760-V	VAN ORDSTRAND, Clarence	--	Rose	212/469-5939	--	2102 Beverly Road	Brooklyn	N.Y.	11226
210-V	VAN PATTEN, Theron C.	Van	Ruth	206/WE2-2839	--	4840 Beach Drive S.W.,	Seattle	Washn.	98116
729-PA	VELIZ, Joe R.	Joe	Grace	415/935-6834	K6IH	445 Boyd Road	Seasant Hill	Calif.	94523
486-P	VENNER, Edward G.	Ed	Lillian	(DECEASED - Jan. 15 1970 - Lived in Falmouth, Maine).					



40-SGP	VETTER, William A.	Bill	--	415/681-1504	--	4731 17th Street	San Francisco Calif.	94117
657-SGP	VILLAREAL, Dewey R.	Dewey	Belle	813/726-4532	W4EM	475 4th St. South	Safety Harbor, Florida	33572



782-PA	WACHTELL, Bruce W.	--	--	--	WBGRQK	P.O. Box 433	Sausalito Calif.	94965
331-P	WAHLSTROM, Robert D.	Bob	Gladys	312/469-1837	W9RB	234 Main Street	Glen Ellyn Illinois	60137
411-P	WAITE, Amory H. Jr.	Bud	Betty	201/222-4155	W2ZK	46 Nonmouth Blvd.	Oceanport N.J.	07757
659-SGP	WALLACE, Don C.	Don	Ded.	213/377-4120	W6AM	28503 Highridge Rd.,	Palos Verdes Peninsula, Calif.	90274
726-V	WALLACE, William F.	--	Gay	--	--	C/O DTSM, PANAM AWY SAIGON, APO SAN FRANCISCO 96307 ---		

426-P	WALLIN, Hyman	--	Celia	--	--	8110 New Hampshire Ave.	Silver Spring Maryland	20903
672-V	WARD, Douglas W.	--	Clariessa	415/564-0068	--	4718 Irving St.	San Francisco Calif.	94122
795-P	WARD, John Stedman	Sted	Ruth	914/779-5844	--	248 Manhattan Ave.,	Crestwood N.Y.	10207
517-PA	WARDEN, Donald W.	Don	--	203/536-2210	K1ZVQ	Lot 32, Fairacres Trailer Park,	Mystic, Conn.	06355
420-PA	WARNER, Harry E.	Ed	--	415/352-0191	WBGUDR	2115 Cleveland St.	San Leandro Calif.	94577

213-P	WARNER, Reynold T.	Ray	Ruth	N.L.	W7JU	P.O. Box 2496	Riviera Arizona	86442
120-SGP	WARNOCK, Archie D.	Arch	Edith	(DECEASED - FEB. 8 1970 -	--	Lived in Laguna Hills, Calif.)		
8-P	WARNOCK, Dr. A.P.	Bill	Ruth	408/624-8261	--	P.O. Box 5397, Hacienda Carmel,	Carmel, Calif.	93921
309-P	WATERMAN, Edward C.	Ed	Judith	305/448-9040	--	400 N.W. 40th Court	Miami Florida	33136
221-SGP	WATERS, Dr. John E.	Doc.	Edna C.	714/658-1209	W6EC	25531 Cornell St. (The Hermitage)	Hemet, Calif.	92343

403-SGP	WATSON CMDR Clifton H.	Clif.	Clara	--	K6WC	4870 West Point Loma Blvd.	San Diego Calif.	92107
63-P	WEBB, Mon L. Sr.	Mon	Alma	(DECEASED - Aug. 16 1969 -	--	Lived at Polson, Calif.)		
733-PA	WEINTRAUB, Lawrence L.	Larry	Belle	301/434-0536	W3ANV	8500 New Hampshire Ave.,	Silver Spring Maryland	20903
159-P	WELCH, Herbert E.	Herb	Florence	--	W6PRD	669 West Mendocino	Stockton Calif.	95204
618-PA	WENDEN, Henry E.	--	Beatrice	614/885-4329	KBIKO	52 East South Street	Worthington Ohio	43085

393-P	WENTWORTH, Brandon	Brandy	Phoebe	714/497-1437	K6UJ	460 Oak Street	Laguna Beach Calif.	92651
288-P	WERSEN, David T.	--	Doris	--	K6CV	1605 Foothill Drive	Vista Calif.	92083
83-P	WESTERLUND, H.S.	Wee	Mary	714/645-2758	--	2172 Miner St.	Costa Mesa Calif.	92627
412-P	WHITE, Harry S.	--	--	201/348-4239	W2CFB	131 Hooper Avenue	Tom's River N.J.	08753
812-P	WHITE, Luther E.	--	Ded.	813/654-1386	W4LI	P.O. Box 3486	Apollis Beach Florida	33570

594-PA	WHITE, Norman	Norm	---	213/877-1679	WAGJDE	5728 Troost Avenue	North Hollywood Calif.	91601
594-PA	WHITNEY, Elmer F.	Jack	Margaret	805/WHS-4786	--	41642 - 47th St. West	Quartz Hill Calif.	93534
564-PA	WHITTAKER, Garfield	Garry	Elaine	604/874-8274	V87BSD	5227 - 57th Street	Delta B. C. Canada	
6-P	WHITTAKER, Gerald A.	Jerry	Marge	707/539-2974	W6FC	P.O. Box 2184 (5441 Pepperwood Rd)	Santa Rosa, CA.	95405
587-V	WIDOW, Carl P.	--	Mary	714/222-9894	W6GRM	3023 Alcott Street	San Diego Calif.	92106

82-SGP	WIEHR, Henry F.	--	Helen	707/464-3913	W6HBM	1232 Lipowitz Ave.,	Crescent City Calif.	95531
364-V	WILEY, George H.	--	Helon	916/487-1795	W6YKT	3200 Whitney Avenue	Sacramento Calif.	95821
22-SGP	WILLETS, Gilson V. (RADIX BEE)	Bunny	--	707/865-2034	W6EEZ	21870 Russian River Ave.	Villa Grande Calif.	95486
132-P	WILLIAMS, Charles E.	Walker	--	206/845-3530	W7AN	2207 Broadway East	Seattle Washn.	98102
265-V	WILLIAMS, Charles R.	Ray	--	713/944-1119	W5KQE	922 Eastlake	Houston Texas	77034

722-V	WILLIAMS, David T.	Dave	Roberta	707/964-3924	--	450 Casa del Noyo Drive	Fort Bragg, Calif.	95437
645-P	WILLIAMS, Paul	--	Agnes	408/428-8534	W6WEQ	609 Centennial St.	Santa Cruz Calif.	95060
784-PA	WILLIAMS, William C.	Bill	Florence	305/452-2090	WA4NNQ	1630 Venus St.	Merritt Island Florida	32952
126-P	WILSHURST, Ernest F.	Ernie	--	714/728-6238	W6KHA	3909 Roche Road # 45	Fallbrook Calif.	92028
413-SGP	WILSON, Eugene G.	Gene	Bess	408/293-7509	--	410 Belmont Way	San Jose Calif.	95125

335-P	WINCKEL, Fred M.	Bob	Betty	213/664-2388	W6QQE	1643 Rotary Drive	Los Angeles Calif.	90026
73-P	WIZEMANN, Grover W.	--	Emma	--	W2RS	219-48 States Mobile Park,	Pleasantville, N.J.	08225
4-P	WOHLER, W. Earle (Commodore)	--	Frieda	707/823-5157	W6FSS	7531 East Harbut Ave.,	Sebastopol Calif.	95472
32-P	WOLCOTT, Ernest E.	Ernie	--	(Mailing address)	--	575 East Elliott Road	Paradise Calif.	95969
536-P	WOLF, Richard	Dick	Emma	--	--	773 Market Street	Paterson N.J.	07513

607-P	WOOD, George D.	--	Irma	714/724-2423	--	1611 Anza Avenue	Vista Calif.	92083
634-V	WOODMAN, Kenneth Campbell	Ken	Adrian	--	G3EHL - "Sunset"	7 Mount Pleasant Rd, So.	Woodham, Nr Chelmsford,	
					G3EHL		Essex ENGLAND CM3 5PA	
539-P	WOODY, Albert L.	Al	Margery	312/798-1380	W9JB	1440 Burr Oak Road	Homewood Illinois	60430
186-V	WRIGHT, Robert A.	Bob	Agnes	N.L.	W7YE	10350 N.E. Tillamook	Portland Oregon	97220
648-PA	WYATT, Homer G.	Gerald	Thaddeus	502/554-1465	K4UNW	RFD # 5	Paducah Kentucky	42001

401-SGP	WYCKOFF, Oliver A.	Blink	Clara	/501-2639	--	POBox 1, 220 Pettit Ave.	Bellmore N.Y.	11710
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839-PA	YOUNG, Bo-les (Address: C/O Orient Maritime Agencies, 417					So. Hill St., Los Angeles, Calif.	90013 (SS ORIENTAL/	
753-PA	YURICEK, John	--	Peggy	412/226-0187	W3MAN	1142 Pacific Avenue	Brackenridge, Pa.	15014
827-PA	ZENTNER, Robert P.	Bob	Sharon	415/948-0820	W6DMP	1731 La Vereda Road	Berkeley Calif.	94709
279-P	ZERBE, Raymond W.	Ray	Leah	--	--	P.O. Box 326	Martindale Texas	78635
416-P	ZIMMER, Harold F.	--	Marjorie	707/798-6459	W6AOY	7647 Adrian Drive	Rohnert Park Calif.	94928

715-PA	ZINKO, Stephan	Steve	Francis	406/252-0046	--	1312 Crawford Drive	Billings Montana	59102
788-P	ZOBEL, Jerome F.	Jerry	Louise	415/322-0063	--	877 Northampton Drive	Palo Alto Calif.	94303
LAST MEMBER - OUT OF SEQUENCE - APPLICATION RECEIVED AFTER DIRECTORY CLOSED.								
850-PA	MILLET, Francisco	--	Martha	212/768-6560	WAZFLE	473- 18th Street	Brooklyn N.Y.	11215



# OFFICERS & DIRECTORS



The following members have served as Officers or Directors of the SOCIETY OF WIRELESS PIONEERS since it was founded May 4, 1968 at the Green Mill, Colati, California.

## OFFICERS & DIRECTORS

OFFICE	INCUMBENT FOR PERIOD/S			
	1968-69	1969-70	1970-71	Current
PRESIDENT	Richard Johnstone	Richard Johnstone(1)	Frank Geisel(2)	Eben K. Cady
<u>VICE PRESIDENTS</u>				
EXECUTIVE DIRECTOR	William A. Breniman	William A. Breniman	William A. Breniman	William A. Breniman
SENIOR MEMBERSHIP	W. Earle Wohler	W. Earle Wohler (5)	Eben K. Cady	Clyde W. Preble(3)
AWARDS	Frank Geisel	Frank Geisel	John N. Elwood	John N. Elwood
CHAPTERS	Henry W. Dickow(7)	Raymond E. Meyers	Lewis M. Clement	Lewis M. Clement
FINANCE/AUDITS	Jack A. Miche	Edmund W. Marriner	Franklin Atlee	Franklin Atlee
SECRETARY	Fred. B. Mangelsdorf	John J. McCarthy	Joe H. McKinney	Joe H. McKinney
TREASURER	Eben K. Cady	Eben K. Cady	Albert C. Fox	Albert C. Fox
HISTORIAN	Sydney J. Pass (ded)	Gerald A. Whittaker	William E. Clyne (Dcd)	Lerin G. DeMerritt
PUBLICITY	Gilson V. Willets	Gilson V. Willets	Gilson V. Willets	Gilson V. Willets
EDITOR	--	--	Thomas B. Dancy (Ill)	(Vacant)
ASS'T. EDITOR	W.A. Breniman	W.A. Breniman	W.A. Breniman	W.A. Breniman
TECHNICAL EDITOR	Dexter S. Bartlett	Dexter S. Bartlett	Edmund H. Marriner	Edmund H. Marriner
STAFF CARTOONIST			Thorn L. Mayes	Thorn L. Mayes
SPECIAL FEATURES		Edmund H. Marriner	Ralph C. Folkman	Ralph C. Folkman
CHIEF OPERATOR SOWP	Richard Johnstone (Alternated among about 12 others)		Dexter S. Bartlett	Howard H. Falk
NATIONAL NET COORDINATOR			Robert L. Shrader	Robt. L. Shrader
LEGAL COUNSELORS: MESSRS.	John N. Hurtt and Walter R. Schreiber.		Al Brodnax	Al Brodnax

## DIRECTORS

Gerald A. Whittaker	Frederick E. Brinckman	Howard Cookson	Howard Cookson
John L. Slater	Guy R. Hardon	Karl H. W. Baarslag	Karl H.W. Baarslag
Howard S. Pyle	Lewis M. Clement	Charles E. Maass	Charles E. Maass
Gordon H. Pascoe	Joseph H. Haddock	Kenneth Richardson	Ken. Richardson
Lee O. Fassett	Jim Caldwell	Arthur W. Filtness	A. W. Filtness
John J. McCarthy	Edwin G. Raser	Robert S. Palmer	Robert S. Palmer
Butler J. Osborne (6)	Joe H. McKinney	Ralph C. Folkman	Ralph C. Folkman

## AREA DIRECTORS

CANADA	**	James E. Kitchin	James E. Kitchin	James E. Kitchin
AUSTRALIA/NEW ZEALAND	**	William J. O'Brien	Wm J. O'Brien	Wm J. O'Brien
GREAT BRITAIN/EUROPE	**	NORMAN G. SYKES	Kenneth C. Woodman	Kenneth C. Woodman
N.E. UNITED STATES	**	Edwin G. Raser	Edwin G. Raser	Edwin G. Raser
S.E. U.S. & GULF COAST	**	Manuel Fernandez	Manuel Fernandez	Manuel Fernandez
Mexico	**	William DeMello	William DeMello (Ill)	(Vacant)
PHILIPPINES & SE ASIA	**	Alfonso V. De Lange	Alfonso V. De Lange	Alfonso V. De Lange
S.W. U.S. / ARIZONA	**	**	JIM CALDWELL	JIM CALDWELL

## CHAPTERS

NO.	NAME	ESTABLISHED	OFFICERS
I	GOLDEN GATE	May 22 1971	Emil A. Holgerson - Director, RALPH W.(Bill)Hart Sec/Treas. Butler Osborns - Program Director.
III	Dr. Lee de Forest	Jan.22 1970	Harold F. Craig, Director; John N. Elwood Sec'y., Robt. P. Brown-Tres
IV	Otis Moorehead	Aug. 19 1969	Irvin W. Hubbard, Director; Wm E. Clyne - Sec., Harold F. Craig-Tres Ernest P. Wilmshurst-Director; W.E. Clyne Sec/Treas.(Deceased)
V	PACIFIC NORTHWEST (Jack Binns)	Oct. 22 1969	Gordon Pascoe Director Jim Crouse, Sec/Treas. (Moved) J.S. "Si" Knowles - Program Director (Dcd)
VI	WESTERN CANADA (Jim Kitchin)	Feb. 27 1969	Arthur W. Filtness - Director W.P. Corson - Secretary/Treasurer P. Hetherington - Program Chairman Gary Whittaker - Membership Chairman
XVI	VANCOUVER ISLAND CHAPTER	Dec. 6 1970	Percy Pike - Director Lawrence Rossiter - Secretary/Treasurer.



NOTES: (1) President Emeritus (2) Resigned due to ill health and on Doctor's orders April 9 1971. (3) Nominated vice Cady - Confirmation pending. (4) Confirmed by Directors vice William E. Clyne, deceased. (5) Designated as "HONORARY COMMODORE" for the Society. (6) Named as Society Parliamentarian. (7) First "HONORARY" member designated.

## OFFICIAL ADDRESS OF THE SOCIETY

Business address: P.O. Box 530, Santa Rosa, California 95402. Send ALL MEMBERSHIP APPLICATIONS, DUES, ORDERS FOR MEMBERSHIP STATIONERY, CHANGES OF ADDRESS (INCLUDING CHANGES OF AMATEUR CALLS, TELEPHONE NUMBERS OR ANY MATERIAL FOR CHANGE IN LISTING ON SOCIETY'S DIRECTORIES OR ROSTERS TO THE ABOVE ADDRESS. IT WILL IF NECESSARY BE FORWARDED TO RESPONSIBLE OFFICER OR OFFICIAL DESIGNATED TO HANDLE. T.U.

## ADDENDUM & CORRECTION PAGE

Names of the following members were inadvertently omitted from Page 85 - PLEASE ADD IN YOUR DIRECTORY OR CROSS REFERENCE

363-SGP	MAKER, FRANK L.		Mildred	/254-5549	--	156 Moraga Way	Orinda	Calif.	94563
797-P	MALLERY, SHERMAN J.	--	Evelyn	201/489-1921	W2CJX	48 Summit St.,	Ridgefield Park	N.J.	07660
7-P	MANGELSDORF, FRED B.	--	Ded	707/996-1829	W6ZK	44 Temelec Circle	Sonoma	Calif.	95476
752-V	MARBACH, GEORGE D.	Denny	Ruth	412/463-5009	W3ADK	743 Wayne Ave.,	Indiana	Penna.	15701
313-V	MARRINER, EDMUND H.	Ed	Wilda	714/459-5527	W6BLZ	528 Colima St.	La Jolla	Calif.	92037
230-PA	MARSANO, CARLO M.	--	Storm	813/294-4866	WB4AJV	1410 18th St.	Key West	Florida	33040
507-P	MARSH, JOHN S.	--	Laura/K3WJG	215/868-0390	W3ZF	RD-3	Bethlehem	Penna.	18015
81-P	MARTIN, RONALD G.	Ronnie	Frances	707/224-8860	W6ZF	1573 Baywood Lane	Napa	Calif.	94558
431-PA	MARWOOD, William E.	Bill	--	--	WA3CIH	12 Yawmeter Drive	Baltimore	Md.	21220
273-PA	MASON, CARL L.	Sam	Marjorie	207/688-2731	W1GHC	Hodsdon Rd, Box 122,	Pownal	Maine	04069
542-P	MASON, CURTIS W.	Curt	Margaret	--	W6JD	632 Plymouth Road	San Marine	Calif.	91108
519-V	MASON, WAYNE	--	Anne	202/296-5935	--	1400 20th St. N.W.	Washington	D.C.	20036
777-PA	MASTEN, DONALD B. SR.	Don	Anna	914/795-5478	W2LEL	RD-1, Box 100, Old	Indian Rd.	Milton, N.Y.	12547
152-V	MATTES, ARTHUR S.	Art	Edna	713/983-1849	W5JE	1818 13th St.	Port Arthur,	Texas	77640
549-V	MATTHEWS, COURTNEY	Court	Patty	213/TM2-3997	W6EAK	710 So. Griffith Park Dr.	Burbank,	Calif.	91506
388-P	MAYNES, WALTER W.	Walt	Ruth	707/823-5537	W6ZJ	5589 Volkerts Road	Sebastopol	Calif.	95472

### CORRECTIONS - DIRECTORY & MEMBER CALL LETTERS.

Mr. John N. Elwood, P.O. Box 1243, Lancaster, Calif., 93554 (Society's Vice President - Chairman of the Membership and Credentials Committee) has taken on the task of maintaining an "up-to-date" record of the Amateur Call Letters of all Society members who maintain stations.

He has just completed an exhaustive job of checking and screening all member calls and has found a number of errors (at least apparent) which should be corrected. In many instances, it is noted that errors are caused by poor legibility of copy furnished. We have recorded many calls incorrectly because the letter (example) "D" looked like "O"; "I" looks like "L", etc. etc. Not all the errors by members of course as we are responsible for a good many of them in transferring the data.

It all adds up to ... PLEASE FURNISH JOHN with any changes as they occur. Also check this YEAR-BOOK carefully and if you find any errors - report them to John without delay. He will make an effort to maintain our records with 100% accuracy in the future. IT CAN BE DONE WITH YOUR COOPERATION.

#### ADD THESE CALLS TO LIST

WALNRG	GODZYK, JOHN	853-PA	New Britain, Conn.
KLZVU	NORBACK, JOHN O.	692-PA	Stamford, Conn.
K2BX	BEAM, MERRILL D.	803-SGP	Mt. Holly, N.J.
E4DW	KRUSHINA, FRANK. C.	856-PA	Ft. Lauderdale, Fla.
W4JVA	COLBY, PAUL R.	POP-6	Ormond Beach, Fla.
W4POV	HESS, CHARLES H.	688-V	Ft. Lauderdale, Fla.
WB5EJH	IRVIN, JAMES D.	854-PA	Woodville, Texas
W5OPT	ESCAGNE, IRVING E.	POP-5	Port Arthur, Texas
W6AAK	LOPEZ, ANDREW B.	246-P	Asusa, Calif.
W6ADN	FREEMAN, WILLIAM	135-P	Reedley, Calif.
W6LSK	HUBBARD, IRVIN W.	164-SGP	Oceanside, Calif.
K6QU	THOMAS, HUBERT E.	471-V	Ojai, Calif.
W6RH	HEINTZ, RALPH M.	POP-2	Los Gatos, Calif.
W6RZA	SMITH, ROBINETTE C.	855-PA	Sepulveda, Calif.
K6SA	BRIARE, WILLIAM A.	437-SGP	Los Gatos, Calif.
W6WC	WATSON, CLIFTON H.	403-SGP	San Diego, Calif.
W7DXE	BAKER, EARL W.	110-P	Oialla, Washn.
W8TXX	AGSTEN, MICHAEL A.	POP-7	FPO, S.F. CA.
DUIOR	REYES, DR. EDMUNDO A.	POP-4	Philippines
KL7HBK	O*LAREY, JOHN D.	821-PA	Nome, Alaska
VE7AAT	MORGAN, ARTHUR W.	554-PA	Vancouver, B. C.
VE7BVH	ADAMS, WILLIAM	737-P	Vancouver, B. C.
VE7GW	BAILEY, FREDERICK C.	852-V	Vancouver, B. C.

### DELETE THE FOLLOWING CALLS

WA2CRE	W6BKV	DUIDL
WA3CIH	WA6CPZ	KALAB
W4GRF	W6EEZ	KALMR
W4POX	K8UJ	KH6AE
W4ZL	W6WC	KL7FLD
WA5KSJ	WB6ZAE	VE6LP
W5NSH	W7OXE	VE7MK
WA6ACY	W8ZL	VE7PP
W6BMS	W9IMQ	VE7RQ
----	----	VE8DE

### CORRECT THE FOLLOWING NAMES

K2BX-----	Listed in Section "8" - Change to Section "2"
W4BIC-----	First Name -----Ellsworth
W4DKU-----	Last Name ----- Strauss
W6AUC-----	First Name ----- Russel
W6DXA -----	Last Name ----- Camenisch
W6EAK -----	MATTHEWS, Courtney
W6HKM -----	Middle Initial "F"
W6GJAE -----	Last Name ----- Heaven
W6JEJ -----	First Name ----- Collins
K6RI -----	First Name ----- Ney
K7AG -----	Last Name ----- Hazleton
W7DRW -----	Last Name ----- Creech
K7UQH -----	Last Name ----- Righter
K7ZLA -----	Last Name ----- Havet
W8NAL -----	First Name ----- Carmella
KL7HBK	Take out of '7' Section - Put in <u>KL7</u> Section

Yes we do make mistakes ! BUT ... Failure on your part to report new calls, cancellations, and changes of any nature make it difficult to bring you the kind of record we could like to furnish. Your cooperation will be appreciated. Thank you.





# "HAM" CALLS OF THE "PRO'S"

## Members

THE WIRELESS PIONEER  
DIRECTORY SECTION

SOCIETY OF WIRELESS PIONEERS

### 1

WIAE	STERLING, George E.	438-P	Peak's Island, Me.
KIAJ	CLAYTON, John M.	893-P	Rockport, Mass.
WIAL	ENTWISTLE, Guy E.	258-SGP	Wollaston, Mass.
WIBB	PERRY, Stewart S.	293-P	Winthrop, Mass.
KIBS	EATON, Louis F./Lou	790P	Duxbury, Mass.
WIDGH	BAUMLIN, Leon M.	184-PA	West Chatham, Mass
WIDIU	GAHM, Sebastian/Bun	794-P	Hull, Mass.
WIEM	HUSTON, Robert D./Bob	628-P	Portland, Maine
WIFU	COHEN, Monte	793-P	Longmeadow, Mass.
WIGBB	STEADMAN, Robert C.	215-P	Hyannis, Mass.
WIGHK	MASON, Carl L.	273-PA	Pownal, Maine
WIGN	BUTTERVORTH, Walter J.	249-P	Braintree, Mass.
WIGPY	BEAUDOIN, Jules	670-PA	Biddeford, Maine
WIGUP	DEFINGER, Hawley C./HCO	746-PA	Stamford, Conn.
KIJJ	HAVENS, A.C.B./Bart	795-P	Waterbury Center, Vt
WIOT/6	LABRIE, Hector R./Heck	772-PA	Lancaster, Calif.
WLJY/6	JOHNSON, Olof W.H.	709-V	Lancaster, Calif.
WLJZ	LANDICK, Robert E.	296-P	Lynn, Mass.
WIKA	GRAY, Almon A./Al.	810-V	Deer Isle, Maine
WIKR	SIDNELL, Robert G.	161-SGP	Cleveland, Ohio
WIKTU	OLIVER, Melvin J.	295-PA	Inverness, Calif.
KILE	EATON, Louis F./Lou	790-P	Duxbury, Mass.
WINP	ERICSON, Arthur E.	70-SGP	Beverly, Mass.
WINF	GOULD, William B.	565-V	Elberon, N.J.
WIPNY	SCHROEDER, Peter B.	50P-3	Mansfield Center, CT
KIRTV	HOLLAND, Edwin C.	463-V	Woburn, Mass.
WIRZ	SNOW, Albert E.	192-P	Cape Cod, Mass.
KIFLR	HOLLAND, Edwin C.	463-V	Woburn, Mass.
WIVH	BLODGET, Benjamin R./Ben	767-PA	APO S.F. 96274
KIZFQ	HOFFMAN, James E.	319-PA	Milford, Conn.
KIZVQ	WARDEN, Donald W.	517-PA	Mystic, Conn.

W2KUW	DAMES, Theodore E.	559-PA	Arlington N.J.
W2LEL	MASTEN, Donald B. Sr.	777-PA	Milton, N.Y.
W2LTM	SANICOLA, Peter	490-PA	Hempstead, N.Y.
K2NP	GOULD, William B.	565-V	Elberon, N.J.
W20ZD	CLARK, Henry D. Jr.	702-PA	West Paterson, N.J.
WA2QGV	FISCHER, Harman A.	518-P	Westfield, N.J.
W2RTV	MAASS, Charles E.	580-P	Short Hills, N.J.
W2SSY	JONES, William H.	700-SGP	East Greenbush, N.Y.
WA2SVA	SWALLOW, John H.	835-P	Canandaigua, N.Y.
W20RM	KUDIAN, Henry	341-PA	Ardley, N.Y.
WA2UKO	KORF, Earl W.	613-P	Linderoft, N.J.
W2US	HANNAH, William W.	151-P	Riverhead, N.Y.
WB2VEJ	SHAW, William H.	371-SGP	Cape May Pt., N.J.
W2VU	KALE, Samuel S.	454-P	Trenton, N.J.
W2VB	CAMILLO, Matthew	750-P	Bergenfield, N.J.
WB2WDF	ALMQUIST, Carl O.	365-P	Northport, N.Y.
W2WJ	HOFFMAN, William H.	218-SGP	Cherry Hill, N.J.
W2WS	JEFFORDS, John M.	778-V	Weedsport, N.Y.
K2WW	BRELSFORD, Charles M.	353-V	Cochester, N.Y.
W2WX	EGOLF, Richard S.	71-SGP	Brooklyn, N.Y.
W2YGC	HULL, Harding E.	540-V	Schenectady, N.Y.
W2ZCH	SOUTH, Samule L. Jr.	719-PA	Lambertville, N.J.
W2ZM	DAVIS, Dr. E. Stuart	208-P	Union, N.J.
W2ZI	RASER, Edward G.	35-P	Trenton, N.J.
W2ZK	WAITE, Amory H. Jr.	411-P	Oceanport, N.J.

### 2

W2AOS/4	BIELE, CAPT.CHAS.E.	768-P	Myrtle Beach, N. C.
W2AXG	FINVER, Irvine	287-V	Canandaigua, N.Y.
W2BFS	HERMANSON, Floyd A.	572-V	Seaford, N.Y.
W2BJ	ROBERTS, Eric. A.	751-V	Larchmont, N.Y.
W2BSJ	ROWE, Alfred H.	169-V	New York, N.Y.
W2BWK	CRUM, Arles A. / Al.	583-P	Rochester, N.Y.
W2CDA	KENNYHERTZ, Albert C.	601-V	Roselle, N.J.
W2CFB	WHITE, Harry S.	412-P	Toms River, N.J.
W2CKQ	MEDITZ, Joseph E.	206-PA	Ridgewood, N.Y.
W2CJX	MALLERY, Sherman J.	797-P	Ridgefield Park, NJ
K2CO	FINCH, Ralph D.	758-V	Jamesville, N.Y.
W2SCRE	ELDRIDGE, Jonathan	323-V	Port Washington NY.
W2CU	MUMFORD, William W.	746-P	Morris Plains, N.J.
K2OS	CLARK, Henry D. Jr.	702-PA	West Paterson, N.J.
K2DW	VANDIVER, Wm E.	745-PA	Port Washington NY.
W2DXI	GERRITY, James T.	378-PA	Old Wesbury, N.Y.
W2ES	WIZEMANN, Grover W.	73-P	Pleasantville, N.J.
W2FLE	MILLET, Francisco	850-PA	Brooklyn, N.Y.
W2GW	COOKSON, Howard	140-SGP	Wyckoff, N.J.
KEIEA	BARRIENTOS, Sipriano T.	842-PA	Rahway N.J.
K2IX	CRESSE, Alfred S.	122-SGP	Cape May, N.J.



"CQ, CQ, CQ, CQ, calling, CQ, CQ, CQ, ..."

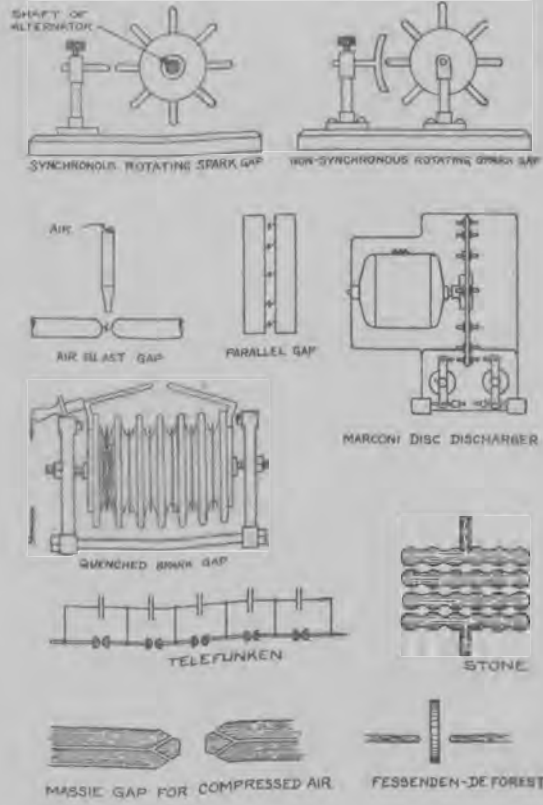


3

K3AA	CLEMENT, Lewis M.	153-SGP	Doylestown, Pa.
W3ADK	MARBACH, George D.	752-V	Indiana, Pa.
K3AG	GOOBS, Otto J.	198-P	Pittsburgh, Pa.
W3ANV	WEINTRAUB, Lawrence L.	735-PA	Silver Spring, Md.
W3AX	APPLERY, Thomas	251-SGP	Washington, D. C.
K3BEG	HILL, Cyril D.	333-P	Washington, D. C.
W3BG	HENRY, Everett, G.	121-P	Silver Spring, Md.
W3BS	KRECH, Karl G.	337-SGP	Drexel Hill, Pa.
W3CJH	MARWOOD, William E.	431-PA	Baltimore, Md.
W3CU	MUMFORD, EDGAR R.	724-P	Annapolis, Md.
W3FK	IRVING, Herbert W.	144-P	Saxtonburg, Pa.
W3FYD	SCHANTZ, John S.	617-P	Fort Washington, Pa.
W3FZT	DANES, Lewis E.	386-V	Edgewater, Md.
W3JI	LOONEY, Howard C.	643-P	Bethesda, Md.
W3KQH	GROVE, Luther B.	165-P	Mifflinburg, Pa.
W3KW	GLEASON, Robert J.	642-P	Annapolis, Md.
W3LNI	FARKAS, Ben	846-V	McKeesport, Pa.
W3MAM	YURICEK, John	173-PA	Brackenridge, Pa.
W3MSN	BRIGGS, Lawrence W.	481-V	Oxon Hill, Md.
W3OC	LOHMAN, Hunter J.	811-SGP	Elizabeth, Pa.
W3OY	JACOBY, Arthur C.	62-P	Lancaster, Pa.
W3PEV	FAVRE, George E.	236-V	Rockville, Md.
W3PM	HORN, Charles S.	791-P	Rehoboth Beach, De.
W3QCB	GATES, Anthony M.	485-PA	Baltimore, Md.
K3UIG	GOLDWATER, Barry M.	800-H	Washington, D. C.
W3YPL	KRANIAS, Charles E.	524-PA	Gettysburg, Pa.
W3ZF	MARSH, John S.	507-P	Bethlehem, Pa.



# SPARK GAPS



4

W4AA	NELSON, Wayne M.	629-V	Concord, N. C.
W4AHR	BALLARD, Leonard W.	492-P	Lake Panasoffkee, FL.
W4ALV	MARSANO, Carlo M.	230-PA	Key West, Fla.
W4AK	HALLIGAN, William J.	577-P	Miami Beach, Fla.
W4ALP	FOGARTY, John J.	668-P	Tampa, Fla.
W4AT	GRISOE, Joseph L.	814-P	Key West, Fla.
W4AZ	GUY, Raymond F.	160-P	Lighthouse Point Fla.
W4BIC	SHINN, Elsworth K.	654-V	Port St. Lucie, Fla.
W4BM	VILLAREAL, Dewey R.	657-SGP	Safety Harbor, Fla.
W4BMP	GREEN, Raymond J.	395-SGP	Port Charlotte, Fla.
K4BX	TAMBURINO, Anthony C.	460-SGP	Falls Church, Va.
W4CI	FOGARTY, John J.	688-P	Tampa, Fla.
W4CQL	HERMANSON (MRS) Elsie H.	685-PA	West Palm Beach, Fla
K4CR	CAGLE, Harold	830PA	Jonesboro, Tenn.
K4CV	GASKILL, William W.	158-P	Palm Bay, Fla.
W4DL	LAXSON, Dan D.	557-V	Hialeah, Fla.
W4DVO	CONNOLLY, Lewis A.	653-P	Tampa, Fla.
W4EXD	HOLZENBERG, Jacob A.	695-V	North Miami Beach, FL
W4EYS	ASHLEY, Arthur R.	351-PA	McLean, Va.
W4EYM	ROBERTS, Forrest G. Jr.	721-V	Coral Gables, Fla.
K4FL	ROBERTS, Thomas J.	644-V	Coral Gables, Fla.
W4PWF	GARCIA, James Robert	785-V	Tampa, Florida.
W4GBF	DANES, Lewis E.	386-V	Annandale, Va.
K4GDC	HENDERSON, Walter G.	527-PA	Burlington, N. C.
W4GHO	McLEOD, Ed. Lewis E.	714-PA	Waves, N. C.
K4GM	NICES, Henry J.	630-V	Miami, Florida
K4GT	SHANNON, Frank J. Sr.	699-P	Tampa, Florida
W4GWR	EKLINE, James W.	290-V	Mobile, Alabama
W4HU	SWAFFORD, John H.	783-PA	Arlington, V. A.
W4IJ	SMITH, Walter D.	267-PA	Falls Church, Va.
W4IKU	STRAUFF, Seymour	826-PA	Redwood City, Calif.
K4IU	GREN, Melville W.	850-P	Redington Beach, Fla
W4KC	FRANKLIN, William F.	867-P	So. St. Petersburg, FL
W4KTE	LINDNER, Walter W.	680-V	Pompano Beach, Fla.
W4KZK	HILCKEN, Hans H.	711-SGP	Bay Pines, Florida.
W4LAW	CLARK, Silas F.	322-P	West Springfield, Va
W4LI	WHITE, Lather E.	812-P	Apollo Beach, Fla.
W4LXJ	SZARO, Paul	849-V	Tampa, Fla.
W4LYJ	BLACKMAN, John	853-P	Dothan, Alabama
W4MHN	BULLIS, George E.	505-PA	Memphis, Tenn.
K4MM	MILLER, J. William	571-PA	Vienna, Va.
K4MV	LINDSEY, William F.	510-V	Ft. Lauderdale, Fla.
W4ANM	WILLIAMS, William C.	784-PA	Merritt Island, Fla.
K4NV	ROBINSON, John A.	651-V	Huntsville, Alabama
W4OL	BEHR, Arthur, M.	808-P	Fairfax, Va.
K4PI	ATLEE, FRANKLIN	382-P	St. Petersburg B. FL
K4PNU	LOED, Wilfred F.	679-V	Coral Gables, Fla.
W4POX	HESS, Charles H.	688-V	Ft. Lauderdale, Fla.
W4RB	BIVENS, Orville B.	680-PA	Miami, Fla.
W4RGA	BANKS, Delbert F.	813-PA	Miami, Fla.
W4RMP	SIDWELL, Robert G.	161-SGP	Cleveland, Ohio
K4RQ	CONCANNON, Charles F.	270-P	Alexandria, Va.
W4SAE	GRABAM, James W.	473-V	Dunedin, Florida.
W4SM	FERNANDEZ, MANUEL (PETE)	488-P	Greenville, S. C.
W4SN	NORMAN, Stacy W.	209-SGP	Tavernier, Fla.
W4TE	De BARDELEBEN, John F.	708-V	Mc Lean, Va.
W4TMO	FALK, Howard H.	476-PA	Purcellville, Va.
W44TRR	MEYER, Henry E.	285-P	Hollywood, Florida.
K4UNW	WYATT, Homer Gerald	648-PA	Puduah, Kentucky
W4ZL	BURHOP, Harold J.	99-P	Dafer, Michigan
W4ZWD	IRELAND, Noble, H.	834-P	Ft. Walton Beach, Fla

5

W5ARV	SHAW, Will A.	534-PA	Arlington, Texas.
W5AU	GALLO, Louis J.	804-SGP	New Orleans, La.
K5CDA	STOUD, Max V.	186-PA	Ozone, Arkansas
W5COE	DALBY, John E.	681-PA	Oklahoma City, Okla.
W5CTN	DANIELS, Paul H.	315-V	Paris, Texas

5

(CONTINUED)

WSDNW	BUDDECKE, Charles B.	220-P	Port Arthur, Texas
W5EKE	LONG, Alfred B.	359-V	Beaumont, Texas
W5FIN	AHRENS, George W.	274-V	Dallas, Texas
W5HD	DUTTON, Robert P.	564-V	Dallas, Texas
W5HIB	GUILLOT, Gus J.	779-V	Nederland Texas
W5JE	MATTES, Arthur S.	152-V	Port Arthur, Texas
W5JH	LORD, Harry R.	238-P	Dallas, Texas.
W5KIW	PEKHLER, Robert B.	291-PA	Galveston, Texas.
W5KQE	WILLIAMS, Charles R.	265-V	Houston, Texas.
W5K5J	DONKER, Danny L.	275-PA	Port Deposit, Md. M
W5NLH	McMAHON, Lee R.	194-V	Beaumont, Texas
W5NSH	DEPOSITO, Harry J.	496-P	Conroe, Texas
W5QKU	HARRISON, Oscar T.	207-V	Houston, Texas
W5TM	BENSON, Gail G.	698-P	Jackson, Miss.
W5ZO	FLYNN, James G. Jr.	567-P	Crawford, Texas

6

W6AJB	STEGER, James H.	525-PA	El Dorado Hills CA
W6AL	ERICH, William J.	107-SGP	Lodi, Calif.
W6AM	WALLACE, DON C.	659-SGP	Palos Verdes Pen- insula, Calif.
W6AM/M	"	"	"
W6AM/KL7	"	"	"
W6AM/VE6	"	"	"
W6AM/KL7/DM	"	"	"
W6AM/VE7/DM	"	"	"
W6AM/M	"	"	"

W6ACY	ZIMMER, Harold F.	416-P	Robnet Park, CA.
W6AT	ARNOLD, EDW. G.	529-P	Yacaville, Calif.
W6AUC	ESTEP, Russell A.	80-V	Redwood City, CA.
W6AUH	BERGSTEDT, Dalton J.	522-V	San Mateo, Calif.
W6AW	RICHARDSON, Roland D.	430-P	Livermore, Calif.

KGAX	ROBERTS, Walter J.	398-P	Oakland, Calif.
W6AX	MAYES, Thorn L.	Staff	Saratoga, Calif.
KGAT	STEFFEN, Carroll, V.N.	76-P	Oakland, Calif.

W6BBV	BLAIS, Maurice J.	550-P	Loma Linda, Calif.
W6BDE	GIVEN, Miss Esther I.	709-PA	Montara, Calif.
W6BEU	ESTEP, Harold A.	96-V	Sacramento, Calif.
W6BG	GERLACH, William G.	104-SGP	Oakland, Calif.
W6BGD	PALEY, James B.	244-V	Redwood City, CA.

W6BGX	CURTIS, Harvey	740-V	So. S. P., Calif.
W6BJO	BELL, Joseph W.	762-V	Berkeley, Calif.
W6BKV	THOMAS, Hubert, E.	471-V	Ojas, Calif.
W6BLJ	BROWN, Norman E.	675-PA	Presno, Calif.
W6BLZ	MARRINER, Edmund H.	313-V	La Jolla, Calif.

W6BMS	DIXON, Dudley N.	575-PA	Inverness, Calif.
W6BNB	SHRADER, ROBERT L.	157-V	Sebastopol, Calif.
W6BOH	DeLANEY, James B.	749-P	Rosemead, Calif.
W6BPV	THOMPSON, WESLEY C.	48-SGP	Ben Lomaud, Calif.
W6BPQ	HANSON, Earl H.	615-PA	Santa Ana, Calif.

W6BHD	SMITH, Calvin J.	798-P	Los Angeles, Calif.
W6BKJ	COOP, Robert C.	334-V	Torrance, Calif.
W6BZY	PALMER, Glenn E.	805-P	San Francisco, CA.

W6CAL	KNIGHT, George H.	637-PA	North Hollywood, CA
W6CC	GARRETTE, Edwin C.	142-SGP	Colusa, Calif.
K6CPC	BERNHARD, Robert H.	305-P	Lancaster, Calif.
W6CH	ROMANDER, C. Hugo	404-P	Redwood City, CA.
W6CID	PIERCY, Elmer A.	410-V	Victorville, CA.

K6CIN	ASHLING, Charles W.	218-PA	Mill Valley, Calif.
K6CIO	DAVIES, David T.	822-P	Encinitas, Calif.
W6CJ	LINDGREN, Barry H.	261-P	Los Angeles, Calif.
W6CN	ROBINSON, Alfred K.	200-P	Vista, Calif.
W6CPFZ	BREARE, William A.	437-SGP	Los Gatos, Calif.

K6CV	WENSEN, David T.	288-P	Vista, Calif.
W6CXC	HESS, Dr. W. C.	POP-9	Pasadena, Calif.
W6CKJ	BURRIS, William L.	532-P	Belmont, Calif.

W6DAY	TAMI, Joseph Jr.	324-P	Tujunga, Calif.
W6DEY	MAXSON, Roy R.	390-V	Vista, Calif.
W6DIO	KELLEY, John H.	528-P	Ontario, Calif.



"How long have you had this morbid urge to take your liner into New York harbor without tugboats?"

WN6DJN	BASCOM, Carleton V.	806-P	Van Nuys, Calif.
W6DQI	COLBERT, I. Roland	91-SGP	Hemet, Calif.
W6DUC	FERGUSON, Chester R.	134-P	Half Moon Bay, Calif.
K6DX	HENRY, Corwin R.	119-SGP	Alamo, Calif.
W6DXA	CARMENISCH, Frank C.	147-SGP	San Anselmo, Calif.

K6DY	GARDNER, Charles L.	682-V	Lancaster, Calif.
K6EA	BRATTLAND, ARMOND D.	139-P	Long Beach, Calif.
W6EAK	COURTNEY, Matthew S.	549-V	Burbank, Calif.
W6EAR	NELSON, John B.	86-PA	Half Moon Bay, Calif.
W6EAS	De MERRITT, Loris G.	100-V	Sebastopol, Calif.
W6EC	WATERS, Dr. John E.	221-SGP	Hemet, Calif.

W6EDS	FREITAS, Edgar A.	514-P	Glendale, Calif.
W6EEZ	WILLETS, Gilson V.	22-SGP	Villa Grande, Calif.
W6ENO	TAGGART, Wallace R.	342-V	Piedmont, Calif.
K6ER	SPATAFORE, Joseph	25-P	Sacramento, Calif.
W6ET	CORMACK, Alan N.	35-P	San Anselmo, Calif.

K6ETY	BURGER, Lester H.	256-V	Ft. Reyes Station, CA
W6EU	Mc GEORGE, William M.	321-P	San Jose, Calif.
W6EY	Mc CARGAR, Jonas L.	36-SGP	Capitola, Calif.
W6EZX	PENNIVELL, Amory, F.	551-V	Mavaguez, P.R.

W6FB	ELSER, FRED J.	598-P	Palm Springs, Calif.
W6FC	WHITTAKER, Gerald A.	6-P	Santa Rosa, Calif.
W6FCX	SIMPSON, Robert L.	52-P	Sonoma, Calif.
W6FT	CHAMBERS, James T.	136-P	San Francisco, Calif.
W6FS	WOLTER, W. Earle	4-P	Sebastopol, Calif.

W6FX	Mc ADDE, James J.	292-P	San Francisco, Calif.
K6FZ	JOHNSTONE, Richard	2-SGP	Larkspur, Calif.
W6GB	KNIGHT, Walter A.	135-P	Garden Grove, Calif.
K6GI	MACKIN, George R.	28-P	Saratoga, Calif.
W6GGV	OATMAN, Marshall Z	691-PA	La Quinta, Calif.
K6GRS	BROWN, Richard E.	621-V	Gardena, Calif.
W6GWN	CARMONA, Albert I.	741-PA	Lancaster, Calif.

W6GWY	PRATHEN, Arie W.	449-P	San Diego, Calif.
K6GY	BRINCKMANN, Frederick E.	51-P	Fountain Valley, CA
W6HPO	Mc LEOD, Gordon	441-PA	San Mateo, Calif.
W6HG	DERY, George P.	457-V	Belleflower, Calif.
W6HJL	Mc GEORGE, H. Crosby	338-V	Paso Robles, Calif.

<b>H</b>			
W6HBM	WIEHR, Henry E.	82-SGP	Crescent City, CA.
W6HL	MONEX, Dr. Gregory G.	243-V	La Mesa, Calif.
W6HLD	BRODNAX, Allan D.	472-PA	San Rafael, Calif.
K6HRM	MONTGOMERY, Martell E.	189-P	Ajijic, Mexico
K6HS	HOKE, Vergne L.	88-P	Petaluma, Calif.
W6HTG	MELONEY, William M.	300-PA	Inverness, Calif.
K6IH	VELIZ, Joe R.	729-PA	Pleasant Hill, CA.
W6IH	RUGGLES, James E.	520-V	No. Hollywood, CA.
K6ING	GALVEZ, William	180-PA	San Rafael, CA.
W6IIP	MITCHELL, Richard	734-PA	Los Alamitos, CA.
WN6IXG	HILL, John C.	589-P	Pacific Grove, CA.
WN6IQL	HIGUERA, William J.	718-PA	Trona, Calif.
K6IX	CHASE, Ralph N.	109-P	Yucaipa, Calif.
W6IYU	SHIDELER, Elbert M.	513-P	Laicester, CA.
<b>J</b>			
WA6JAE	HEAVENS, Robert C.	656-PA	Northridge, Calif.
W6JAO	ESTEP, Gerald A.	93-V	San Diego, Calif.
W6JB	ABADIE, Fletcher S.	240-V	Point Reyes Sta. CA.
W6JD	MASON, Curtis W.	542-P	San Marino, Calif.
WA6JDE	WHITE, Norman	394-PA	No. Hollywood, CA.
W6JE	GRUNDELL, Herbert C.	98-SGP	San Luis Obispo, CA.
W6JFI	BUCHNER, Collins R.	765-SGP	Inglewood, Calif.
W6JFJ	JACKSON, Benj. B.	422-SGP	Dana Point, Calif.
W6JFQ	COLLIAU, Edmond H.	743-P	Flintbridge, CA.
W6JJY	CARTER, Richard D.	593-PA	Santa Monica, CA.
K6JO	ELLISON, Melvin E.	125-P	Oakland, Calif.
W6JN	BREUER, Herbert J.	552-P	Sacramento, Calif.
WB6JQJ	LARSEN, Charles W.	13-P	Vista, Calif.
W6JU	BREWER, Morton S.	537-V	La Canada, Calif.
K6JZR	DURKEE, Kenneth M.	594-P	Lafayette, CA.
<b>K</b>			
VB6KDS	LENGVEL, Robert R.	358-PA	Pleasant Hill, CA.
W6KE	DIXON, Francis C.	190-V	Seal Beach, Calif.
W6KF	SKIPPER, Louis C.	504-V	Livermore, Calif.
W6KPV	NORBACK, John O.	692-PA	Los Altos Hills, CA.
W6KG	COLVIN, Lloyd	661-V	Richmond, Calif.
W6KHA	WILMSHURST, Ernest F.	126-P	Fallbrook, Calif.
W6KJ	HANLON, Russell A.	299-P	Sonoma, Calif.
W6KQW	BECHTOLD, Ira C.	FOF-8	La Habra, Calif.
K6KSG	SINGER, Richard H.	662-PA	Valinda, Calif.
W6KZJ	DAILY, Laurence A. Jr.	632-PA	San Carlos, Calif.
K6KKW	ASPLUND, Rudolph A.	57-P	Atherton, Calif.
W6KLB	DISHON, Elmer F.	451-V	Long Beach, Calif.
W6KUP	SERPA, Joseph E.	558-PA	San Rafael, Calif.
<b>L</b>			
W6LDO	DROZDIK, Dr. Walter M.	172-PA	San Jose, Calif.
K6LE	PEMBERTON, Cyril H.	225-P	Vista, Calif.
W6LFO	SPATAFORE, Anthony	434-P	San Mateo, Calif.
K6LJ	HYDE, Stanley E.	343-SGP	Barbanc, Calif.



WB6LLE	MURBOLLON, Virgil V.	841-P	Glendale, Calif.
W6LM	CORPE, Goodspeed (O1'Sam)	29-SGP	Wrightwood, Calif.
W6LRV	SEEMAN, Thomas H.	646-V	San Diego, Calif.
<b>M</b>			
W6MAB	STAGNARO, John A.	87-P	La Crescenta, Calif.
K6MB	HUNTING, Theodore R.	550-SGP	Vista, Calif.
W6MC	McCARTHY, John J. (Dr)	68-P	Stockton, Calif.
W6MLZ	MEYERS, Raymond E.	89-SGP	San Gabriel, Calif.
W6MRS	GREENMAN, Roger B.	477-V	Inglewood, Calif.
W6MW	ANDERSON, Carl G.	318-V	Del Mar, Calif.
W6MY	JEPPERSON, Ernest E.	489-P	Pebble Beach, Calif.
<b>N</b>			
K6NB	BIRO, Edward	549-P	Oakland, Calif.
W6NCP	BECHTOLD, Ira C.	FOF-8	La Habra, Calif.
W6ND	LINDSAY, Edward G.	255-P	Burlingame, Calif.
K6NF	BALDWIN, Edgar V.	201-SGP	San Francisco, CA.
W6NIO	BECKER, Peter J. Jr.	24-P	Daly City, Calif.
W6NK	FREELAND, Carroll	247-P	Sacramento, Calif.
W6NR	RAUCH, Walter F.	177-V	Granada Hills, CA.
W6NW	GREENEY, Francis B.	259-P	San Jose, Calif.
W6NYB	PRICE, Eugene H.	77-SGP	Aptos, Calif.
<b>O</b>			
W6OD	PIRE, Robert E.	597-V	Santa Barbara, Calif
W6OFL	HOLGERSON, Emil A	173-P	Half Moon Bay, Calif
W6OLA	FREBLE, Clyde W.	627-PA	Mill Valley, Calif.
W6OVR	READ, Samuel G.	409-P	Chula Vista, Calif.
W6ONM	FULLER, Leland L.	450-V	Vista, Calif.
W6OO	FARMER, George G.	85-SGP	Santa Rosa, Calif.
<b>P</b>			
W6PC	PACKARD, Lyman W.	548-P	Fullerton, Calif.
W6PCZ	THOMAS, Ralph L.	640-PA	Los Angeles, Calif.
W6PFB	TASCHNER, Vern M.	301-P	Laguna Beach, Calif.
W6PPO	HOLZENBERG, Eugene V.	720-V	Carlsbad, Calif.
W6POQ	KELSO, Theodore W.	453-P	Escondido, Calif.
W6PQ	KILIAN, Victor W. C.	632-V	No. Hollywood, Calif
W6PRD	WELCH, Herbert E.	159-P	Stockton, Calif.
K6PVO	HUNTER, Irving F.	538-SGP	Glendora, Calif.
W6PZY	LEE, Charles B.	214-P	Los Angeles, Calif.
<b>Q</b>			
W6QA	FELIZ, Sisto J.	329-V	So. S.F. Calif.
W6QAY	JULE, Rex H.	419-P	Poway, Calif.
W6QBD	HAINWOOD, Julian H.	697-PA	Lucerne Valley, Ca.
K6QD	CLEMENS, Charles W. Jr.	686-PA	Tustin, Calif.
K6QF	CASEBEER, Charles J.	690-PA	Mountain View, Calif
W6QMC	HULTQUIST, John A.	211-V	Half Moon Bay, Calif
K6QF	NICHOLS, Clifton T.	39-SGP	Palm Desert, Calif.
W6QQB	WINCKEL, Fred M.	335-P	Los Angeles, Calif.
<b>R</b>			
K6RI	LANDRY, New R.	610-PA	San Leandro, Calif.
W6RM	NITCHCOCK, Ray W.	632-PA	Upland, Calif.
W6RRM	WIDOW, Carl P.	587-V	San Diego, Calif.
W6RNC	HUNTLEY, Fred E.	385-PA	Berkeley, Calif.
W6RQK	WACHTELL, Bruce W.	782-PA	Sausalito, Calif.
W6RSY	GOODMAN, James H.	789-PA	Redding, Calif.



# PROFESSIONAL C-W. MEN

.....and their Amateur Calls



6

<b>S</b>	K6SK	KNICKERBOCKER, Harvey M.	541-PA	La Mesa, CA.
	W6SRI	LLOYD, Harold A.	591-V	Santa Barbara, CA
	W6SRN	JEPSON, William L.	346-P	Pacifica, Calif.
<b>T</b>	W6TB	BURGMAN, Elmer H.	484-V	Los Angeles, Calif
	W6TDB	PARKANS, Stephen	171-P	Albany, Calif.
	W6TON	CHILSON, Lewis D.	222-P	Imperial Beach, CA
	W6TR	CANNON, Clifford H. Sr.	17-SGP	Santa Clara, Calif.
	K6TV	KAIDER, Stephen J.	264-V	Los Altos, Calif.
	K6TZ	BRELSFORD, Ernest C.	263-P	Santa Barbara, CA.
<b>U</b>	W6UAB	PETERSON, JACK B.	376-PA	San Francisco, CA.
	W6GUDR	WARNER, Harry E.	420-PA	San Leandro, Calif.
	K6UJ	WENTWORTH, BRANDON	393-P	Laguna Beach, CA.
	W6UNP	ZENTNER, ROBERT P.	627-PA	Berkeley, Calif.
	W6US	OSBORNE, BUTLER J.	20-SGP	Sonoma, Calif.
	W6UUIJ	THOMAS, RALPH L.	640-PA	Los Angeles, Calif.
	W6UZM	HOPWOOD, WILLIAM P.	406-V	Livermore, Calif.
<b>V</b>	W6VDS	BYRON, ARTHUR A.	356-V	San Pablo, Calif.
	K6VF	LEIGH, PHILIP P.	239-P	Sun City, Calif.
	W6VFW	HOOD, ANDREW G.	317-PA	St. Helena, Calif
	W6VH	BROWN, Judge JAMES H.	381-P	Los Angeles, Calif.
	W6VKT	WILEY, GEORGE H.	364-V	Sacramento, Calif
	W6VS	DAVIS, WILLIAM S.	19-P	Berkeley, Calif.
	W6VX	ATKINS, DAVID H.	763-P	Los Angeles, Calif
<b>W</b>	W6WC	WATSON, CLIFTON H.	403-SGP	San Diego, Calif.
	W6WDU	MULLNIX, GEORGE H.	55-P	Mountain View, CA
	W6WEQ	WILLIAMS, PAUL	645-P	Santa Cruz, Calif
	W6WF	SLATER, JOHN L. JR.	8-P	Santa Clara, Calif
	K6WI	HURTT, JOHN N.	90-P	Palm Desert, CA.
	W6WU	RAYTON, WILLIAM N.	130-PA	Novato, Calif.
	W6WPL	RITZEN, JACOB L.	533-PA	APO NY 09406
	W6WQ	SLYFIELD, CHARLES D.	366-P	San Diego, Calif.
	W6WV	COOK, ROBERT O.	352-P	Los Angeles, Calif.
<b>Y</b>	W6YDW	ANDERSON, CARL	754-PA	Fairfield, Calif.
	W6YN	MOON, ROBERT B.	149-P	Arcadia, Calif.
	W6YVC	MOORE, JOSEPH P.	635-P	Poway, Calif.
<b>Z</b>	W6ZAE	BAKER, JOSEPH W.	284-P	San Carlos, Calif
	W6ZF	MARTIN, RONALD G.	81-P	Napa, Calif.
	W6ZI	MUNDT, CARLOS S.	392-P	Novato, Calif.
	W6ZJ	MAYNES, WALTER W.	388-P	Sebastopol, Calif.
	W6ZK	MANGELSDORF, FRED B.	7-P	Sonoma, Calif.
	W6ZKI	BROWN, ROBERT P.	92-P	Long Beach, Calif
	W6ZR	CLARK, KENNETH G.	187-SGP	Walnut Creek, CA.
	W6ZSH	COLLIAU, EDMOND H.	743-P	Flintbridge, Calif.
	W6ZYF	DANKO, JOSEPH P.	253-SGP	Aptos, Calif.
	W6ZYQ	ONG, GEORGE H.	354-V	Albany, Calif.

## 7

<b>A</b>	W7ADT	OSCARSON, BERT A.	436-V	Seattle, Washn.
	K7AG	HAZELTON, RALPH L.	11-P	Lincoln City, Ore.
	W7AN	WILLIAMS, CHARLES E.	132-P	Seattle, Washn.
	W7APE	COX, ROY W.	362-V	Winslow, Ariz.
<b>B</b>	W7BA	PEEK, LOYD A.	45-P	Seattle, Washn.
	W7BPU	CROUSE, JAMES W.	433-P	Seabrook, Texas.
	W7BIF	HEINLEIN, OSCAR A.	755-V	Boulder City, Nev.
	W7BN	JOHNSON, JAMES A.	461-P	Seattle, Washn.
	W7BP	BLAKE, CHARLES P.	38-V	Sun City, Arizona
	W7BSM	FULLER, CECIL STANHOPE	480-P	Seattle, Washn.
<b>C</b>	W7CBB	JOHNSON, FRANCIS H.	509-P	Portland, Oregon.
	W7CI	COMSTOCK, GEORGE I.	154-S	Fortlach, Idaho
	W7CJV	CONRADT-EBERLIN, VIGGO H.	262-P	Seattle, Washn.
	W7CO	NEWMAN, DONALD P.	58-V	San Francisco, Cali
	W7CSH	HILL, HERBERT H.	464-P	Seattle, Washn.
<b>D</b>	W7DBZ	JOHNSON, GEORGE R.	499-P	Central Point, Ore.
	W7DN	NEWMAN, DONALD P.	58-V	San Francisco, Cali
	W7DNW	CRESS, DR. ROBERT R.	97-P	Seattle, Washn.
	W7DWW	OLIVER, HERBERT J.	573-V	Milwaukie, Oregon
<b>E</b>	W7EM	DIXON, JAMES L.	686-PA	Salt Lake City, Uta
<b>F</b>	W7FBP	MONTLE, ROME	12-P	Kent, Washington
	W7FE	BAUMGARTNER, WALTER	297-V	San Francisco, Ca.
	W7FNE	LANE, BENJAMIN P.	232-PA	Tolovana Park, Ore.
	W7FS	OLSON, KEITH O.	229-V	Belfair, Washn.
	W7FW	RATHBUN, WALTER R.	116-P	Anacortes, Washn.
<b>G</b>	W7GAG	ELWOOD, JOHN N.	396-PA	Lancaster, Calif.
<b>H</b>	KL7HBK	O'LAREY, JOHN D.	821-PA	Nome, Alaska
	W7HJU	LAMB, EDWIN S.	102-SGP	Beaverton, Oregon
	W7HMS	STEVENSON, CLARENCE H.	509-V	Graham, Washn
	W7HSM	ROBERTSON, HARVEY J.	799-V	Cheyenne, Wyoming
	W7HSSO	MURRAY, JAMES	584-PA	Seattle, Washn.
	W7HSP	DIETZEL, FRED C. JR.	384-PA	New Orleans, La.
<b>I</b>	W7IC	ONSUM, GEORGE A.	474-P	Seattle, Washn.
	W7IE	WRIGHT, ROBERT A.	165-V	Portland, Oregon.
	W7INR	BOYCE, JEFFERSON C.	694-PA	Santa Maria, Calif.
<b>J</b>	K7JQL	CURTIS, BOY A.	828-PA	Phoenix, Arizona
	W7JU	WARNER, REYNOLD T.	213-P	Riviera, Arizona
	W7JY	GREEN, WARREN L.	234-V	Mercer Island, Wash
<b>K</b>	W7KAH	LAMBERT, JOHN W.	781-PA	Tucson, Arizona
	K7KNU	O'LAREY, JOHN D.	821-PA	Nome, Alaska
<b>L</b>	W7LQC	MITCHELL, WALTER L.	60-P	Seattle, Washn.
	W7LIT	PEEL, JOHN A.	368-V	Portland, Oregon
<b>M</b>	WN7MCZ	RUSSELL, ADAM J.	502-P	Tucson, Arizona
	W7MEA	ROBINSON, JOHN T.	141-V	Mercer Island, Wash
	W7MHW	COMPTON, RICH	27-P	Seattle, Washn.
	W7MN	BRITTON, WALTER E.	444-PA	St. Helena, Oregon
	W7MY	BYARS, LLOYD J.	123-V	Salt Lake City, Uta
<b>O</b>	W7OB	GILLIAM, JAMES N.	199-PA	La Puente, Calif.
	W7OE	PYLE, HOWARD S.	50-P	Mercer Island, Wash
	W7OL	HACKER, Paul E.	301-SGP	Caldwell, Idaho
	WN7ORV	MATTHEWS, S. REGINALD	771-PA	Phoenix, Ariz.
	W7OXX	BAKER, EARL W.	110-P	Ollalia, Washn.
	K7OZA	FULLER, WILLIAM A.	747-V	Seattle, Washn.
<b>P</b>	K7PPZ	KORN, WAYNE A.	649-PA	Seattle, Washn.
<b>Q</b>	W7QY	MORGARD, RALPH L.	756-V	Portland, Oregon
<b>R</b>	W7RID	PALMER, ROBERT S.	61-P	Bothell, Washington
	W7RE	McGINNIS, EDWIN W.	583-P	Pasco, Washington.

Dedicated — to the men who "went down to the sea in ships" as Wireless Telegraphers — and all those who have earned their living "Pounding-brass" as Wireless or Radio Officers since the Days of Marconi.

BETCHA "SPARKS" IS  
WONDERING ABOUT THE  
CHIRP IN HIS SIGNAL



**Z**

W75BM	SCHENK, ERNEST J.	560-P	Youngtown, Ariz.
W75F	BURTON, DR. ERSKINE H.	475-V	Tacoma, Washn.
W7TC	PERRY, GEORGE, E.	114-P	Seattle, Washn.
W7TCH	SEWARD, Floyd W.	602-V	Lancaster, Calif.
W7TCO	CALDWELL, JIM	10-P	Tucson, Ariz.
W7TRQ	DAUBENDICK, CARL G.	677-PA	Beautiful, Utah

K7UGA	GOLDWATER, SEN. BARRY M.	800-H	Scottsdale, Ariz.
K7UQH	RICHTER, KEMPER H.	FOP-10	Bellingham, Washn.
W7USO	BARNEY, DANFORTH	606-P	Vancouver, Washn.

W7VI	MITCHELL, WALTER L.	60-P	Seattle, Washn.
K7VME	BEATER, GEORGE	224-P	Mesa, Ariz.

W7WH	ANDERSON, OSCAR R.	47-P	Portland, Oregon
K7WL	LELAND, WALLACE H.	56-P	Sum City, Arizona

W7YA	HALLOCK, JOSEPH H.	148-SGP	Portland, Oregon Arabia
K7ZLA	HAVEL, HUGO W. JR.	328-PA	DHAHRAN, Saudi/

**B**

KBAEB	MOWRY, CLAIR E. SR.	766-P	Ludington, Mich.
WBAF	FOLKMAN, RALPH C.	586-P	Cleveland, Ohio
WBBCG	HART, HOWARD T.	585-V	Xenia, Ohio
WBBKM	BROSS, WILBURT C.	786-P	Conneaut, Ohio
WBHMJ	CURTIS, THOMAS A.	452-PA	East Quogue, N.Y.
K2HX	BEAM, MERRILL D.	803-SGP	Mt. Holly, N.J.

WBOSO	CLOSS, ROY E.	801-R	Frankfort, Mich.
WBEU	KINNE, LAURANCE W.	823-P	Frankfort, Mich.

WBFX	THETREAU, RALPH P.	773-PA	Detroit, Mich.
WBGR	HIRSIMAKI, ELI N.	787-PA	Conneaut, Ohio



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W8KGE	CARROLL, ROBERT W.	825-PA	Battle Creek, Mich.
W8NAL	CICERELLO, MISS CAIMELLO A.		
		738-PA	Massillon, Ohio
K8NG	HARDEN, GUY R.	382-P	Rogers City, Mich.
W8RFB	SLOVINSKI, THEODORE H.	713-PA	Grand Rapids, Mich.
W8TE	SHAFFER, ANDREW L.	465-P	New Carlisle, Ohio
W8VRZ	HEIMBERGER, RAYMOND K.	416-PA	Rogers City, Mich.
W8ZL	BURHOP, HAROLD J.	98-P	Dafer, Michigan.

**9**

W8AC	HALLIGAN, WILLIAM J.	577-P	Miami Beach, Fla.
W8CZT	VANICEK, JERRY J.	581-PA	Chicago, Illinois
W8DQ	COURCHENE, HOMER B.	182-P	Lakeland, Florida
W8GR	ROBERSON, CLYDE E.	845-V	Milwaukee, Wisc.
W8LDY	BROTLES, HUBERT D.	59-P	West Chicago, Ill.
W8MR	SANDERS, BERNARD R.	611-PA	St. Louis, Mo.
W8JB	WOODY, ALBERT L.	539-P	Homewood, Illinois
W8LSW	HERSHBERGER, GLEN	705-P	Goshen, Indiana
W8MGC	CAEMONY, MARVIN D.	847-PA	Terra Haute, Indiana
W8OSD	LITTLE, WILLIAM L.	816-PA	Hobart, Indiana
W8RB	WAHLSTROM, ROBERT D.	331-P	Glen Ellyn, Illinois
W8TM	CAINES, THEODORE L.	576-P	Elgin, Illinois.

**0**

W8AH	GOULART, MANUEL	16-P	Springfield, Mo.
W8AL	BASTINGS, LAURENCE E.	432-P	Wheat Ridge, Colo.
W8AWB	EARLEY, EDWARD H.	731-PA	Denver, Colorado
W8DQ	SULSER, WAYNE J.	440-PA	Des Moines, Iowa
W8BY	QUEREAU, BRENNEMAN F.	717-PA	Boulder, Colorado
W8CHJ	SCHULTZ, CLARENCE S.	744-PA	Junction City, Kan.
W8ELN	JUSTICE, WATSON J.	716-V	St. Louis, Missouri
W8EWF	PIOTROWSKI, SIGMUND	312-V	Imperial, Nebraska
W8FEU	NYREN, PAUL E.	266-PA	Pullman, Washn.
W8FTV	HATZELL, ALBAN F.	742-PA	Lakin, Kansas.

K8G00	STINSON, FRANK M.	491-V	Ellisville, Mo.
W8HN	BOLIN, RAYMOND E.	546-P	St. Louis, Missouri
W8IMQ	SANDERS, BERNARD R.	611-PA	ST. Louis, Missouri
W8IP	HILDRETH, RONNEL H.	483-P	St. Louis, Missouri

W8JHY	RITZEN, JACOB L.	533-PA	APO NEW YORK 09406
W8JJK	FLECK, WILLIAM J.	732-PA	Duluth, Minn.
W8KFP	VANDERSLUIS, ARTHUR L.	815-V	Benidji, Minn.

W8LA	BYERS, HARRISON ORVILLE	824-P	Wichita, Kansas
W8LO	TRITES, KENNETH A.	701-P	Des Moines, Iowa
W8LZ	SWANSON, HERSCHEL C.	612-V	Cedar Rapids, Iowa

W8NNL	HAWKINS, VIRGIL J.	723-PA	Kansas City, Mo.
W8NYO	FREEMAN, DAVID H.	14-P	Kansas City, Mo.

W8TYW	PIERSOL, MYRON D.	344-SGP	Maplewood, Missouri
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W8WJA	KALOGERSON, THOMAS A	769-PA	Minneapolis, Minn.
W8WJI	NUGENT, THOMAS F.	294-P	Bellwin, Missouri.

W8ZB	BENSON, LESTER A.	311-P	St. Louis, Missouri
W8ZWK	GARDNER, CHARLES L. II	682-V	Lancaster, Calif.

**KAI**

**KH6**

**KL7**

KAIAB	BETTS, EDWARD G.	515-V	Silverado, Calif.
KALMR	BETTS, EDWARD G.	515-V	Silverado, Calif.
KH6AE	DIXON, FRANCIS C.	190-V	Seal Beach, Calif.
KH6AX	LANG, FREEMAN	487-V	Honolulu, Hawaii
KH6BF	CLARK, G. WARREN	219-P	Kailua, Hawaii
KH6EPW	TATE, THEODORE H.	478-P	Wahiawa, Hawaii
KH6SL	FENNER, PAUL R.	43-SGP	HONOLULU, HAWAII
KL7FLD	JORQUERA, LOUIS E.	216-P	Coos Bay, Oregon.



# "DOTS & DASHES"



## Professionals Who Take Their Work Home!

### ENGLISH MEMBERS

G3CED	PARTRIDGE, GEORGE A.	604P	Broadstairs, Kent.
G3EBU	WOODMAN, KENNETH CAMPBELL	634-V	
	South Woodham, (Nr. Chelmsford) Essex		
G3EYD	GREEN, EDWARD J.	523-SGP	SALE, CHESHIRE
G3MLN	PETTMAN, BERNARD	498-P	Gerrards Cross, Bucks
G3MPH	SYKES, NORMAN G.	332-V	Cheltenham, Glos.
G3VCH	PHILPOTT, ROY PETER	844-PA	Chelmsford, Essex
G5CP	PLANT, RONALD C.	563-P	Chesterfield

### HOLLAND

PA0GL	GLERUM, CORNELIS	710-P	Kerkplein 29 Schore, Holland.
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### CANADA



VE3BOJ	HOLLAND, JOHN K.	818-P	Hamilton, Ontario
VE6LP	PRINCE, ROY F.	185-PA	(San Jose, Calif)
VE7ALD	HETHERINGTON, PEIYCY	544-P	West Vancouver, BC
VE7BSD	WHITTAKER, GARFIELD	569-PA	Vancouver, B. C.
VE7DF	SMITH, NELSON J.	638-P	Victoria, B. C.
VE7KN	KITCHIN, JAMES E.	84-P	Vancouver, B. C.
VE7KU	HAMMER, ERIC L.	304-V	Port Alberni, B.C
VE7MK	MACDONALD, NORMAN I.	774-PA	Vancouver, B. C.
VE7PC	CORSON, WILLIAM P.	511-P	New Westminster B
VE7QP	ROSSITER, LAWRENCE	609-PA	Victoria, B. C.
VE7RQ	ADAMS, William	737-P	Vancouver, B. C.
VE7VB	HAAGENSEN, BORGE I.	664-PA	Victoria, B. C.
VE7VK	NEALE, GEO. M.	639-P	Victoria, B. C.
VE7VR	BAXTER, WILLIAM H.	555-PA	Vancouver, B. C.
VE7WZ	FILTNESS, ARTHUR W.	370-P	Vancouver, B. C.
VE7XA	BOTTE, KENNETH G.	620-PA	Victoria, B. C.
VE7ZP	BOWERMAN, W.J.	582-SGP	Sydney, B. C.
VE8ME	KELLY, PATRICK N.	626-PA	Victoria, B. C.

### SOUTH PACIFIC

VR2EX	ERICH, WILLIAM J.	107-SGP	Fiji Islands.
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### MEXICO

XE-1-DEM	De HELLO, WILLIAM	600-P	Mexico City D.F.
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### PHILIPPINES

DU-1DL	De LANGE, ALFONSO V.	625-V	Paranaque, Rizal
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### "FOP"-Friends Of The

### WIRELESS PIONEERS

The following individuals are not members of the Society as they do not qualify for membership - never having "punched a key" for a living. However, many if not all, have been our associates through the years in varying capacities and positions of the wireless game. They are our friends. They are invited to our meetings, picnics, etc. They also receive the Society's publications which they are furnished in reciprocal for their donation/s. They are the Society's "Invited guests" at all functions.

- FOP-1 MAYES, Thorn L. (Lygia) W6AK Tph: 408/867-0213  
2120 Sullivan Way, Saratoga, Calif. 95070  
M: ARRL, OOTC, QCWA, IEEE, AWA, SARO, Thorn Mayes is the Society's Technical Editor (POC).
- FOP-2 HEINTZ, RALPH M. (Sophie) Amateur calls: Ralph:W6RH, Sophie - W6SH. P.O. Box 546, Los Gatos, Calif. 95030. Few wireless and radio men are not familiar with the fabulous life history of Ralph Heintz.
- FOP-3 SCHROEDER, PETER B. (Violet) W1PNY  
Mulberry Road, RR2, Mansfield Center, Conn. 06250.  
Author - Contact at Sea, Gregg Press 1967. (History of Maritime radio communications).
- FOP-4 REYES, EDMUNDO A. DR. DU-1-DR  
200 P. Benitez, San Juan, Rizal, Philippines.
- FOP-5 ESCAGNE, J.E. "TICK" W5OFT  
4715 Rice Road, Port Arthur, Texas, 77640
- FOP-6 COLBY, PAUL (W4JVA) (Edith)  
16 Camelia Drive, Ormond Beach, Fla. 32074  
Paul is C/O FAA Net, Sunday 538 7260 1345 GMT:  
Each Monday CW 14072 1500GMT, Each Monday  
14240 1645 GMT. Paul has recruited many SOWP  
Members, although not eligible himself.
- FOP-7 AGSTEN, MICHAEL A. CE Division USS El-Dorado  
PPO San Francisco, Calif. 96601.
- FOP-8 RESHTOLD, IRA C. W6NCP/WA6/KOW (Gladys)  
1987 Skyline Vista Drive, La Habra, Calif. 90631  
T: 213/697-4009. M: ARRL, IEEE(SR): AFCEA, MARS,  
WCARS.
- FOP-9 HESS, DR. W.C. W6CXC P.O. Box 19-M, Pasadena, Calif.  
91102.
- FOP-10 RIGHTER, KEMPER H. K7UQH  
2802 Lynn St., Bellingham, Washn. 98225.

**NOTE** Listing of a few calls which seem to be out of areas assigned may be due to failure to cancel when CHANGE OF ADDRESS effected - but no specifics on call included, also many times members are on assignment or away for prolonged periods but plan to return to their permanent home, hence keep their calls, etc.

It is requested that if any errors are found in this Directory of calls that we be informed so that listing may be corrected in coming issues of PORTS O' CALL or the Wireless Pioneer Year Book.

Any changes you might suggest in format will be very much appreciated. Thank you. William A. Brennan

## SOWP ATLANTIC CW NET

Reference is made to CW NET INFORMATION furnished on Page 15 of this book relative time/frequency of the ATLANTIC NET BROADCAST SCHEDULES (CW).

Howard Cookson, Chief Operator for this net - W2GW has established a permanent schedule for broadcasting of SOWP BULLETINS and News:

11:00 AM EDT (1500 Z) on 7100 Kc EACH SATURDAY.

## DIRECTORY LISTINGS & LEGEND

Extreme care has been taken in the DIRECTORY LISTING of each member. We hope you find that your listing is correct. If it is not - please inform us WITHOUT DELAY so that correction may be made in future listings plus Society Records. It is regretted that not all members have furnished complete information, including telephone numbers, name of spouse, etc. However, that is your privilege and prerogative! We can only publish information furnished - hence do not blame the author/editor of this book if pertinent information has been left out. Cooperation of all members is always very much appreciated.

### LEGEND

Date member was assigned to his first professional position as wireless or radio telegrapher determines his

CLASSIFICATION on SOWP records, as follows:

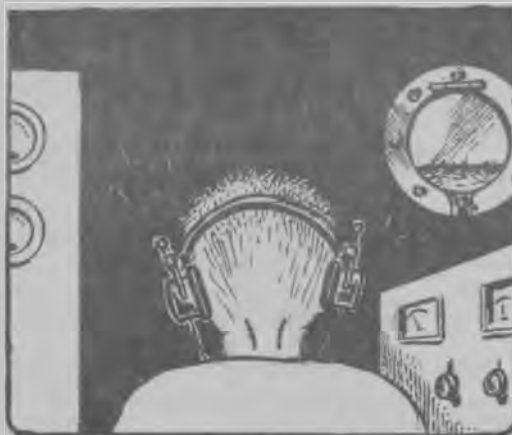
- SGP (SPARK GAP PIONEER). Members whose service started BEFORE the year 1915.
- P (PIONEER). Members who started BETWEEN 1915 and 1925 inclusive.
- V (VETERAN). Members whose service started between or during 1926 to 1935.
- PA (PROFESSIONAL-ASSOCIATE) Members who started their career of radio telegraphing AFTER 1935.
- POP (FRIENDS OF THE WIRELESS PIONEERS). Non-members who, due to their long association with or extreme interest in the Society have been invited to be "welcome guests" of the organization. They are however expected to defray their own expenses and cost of Society publications.
- H (HONORARY) Honorary Members of the Society.

**SOCIETY OF WIRELESS PIONEERS** We are indeed proud of this DIRECTORY and the 1971 YEAR-BOOK, which lists the largest group of purely PROFESSIONAL Wireless/Radio "BRASS-POUNDERS", to our knowledge, in the world. It is a unique and prestigious group. As you peruse the Membership Directory and the Amateur Call Roster of members, we feel sure you will be impressed by the many illustrious and widely known individuals who are members of your Society. It is literally "studded" with names of those who have left their marks in the records and history of Wireless.

Members of the Society are indeed proud of their organization and our Heritage!

Directory lists all members whose applications have been received and processed to June 18 1971. The number of members at this time stands at 850.

William A. Breniman  
Executive Vice President.



### - IMPORTANT NOTICE -

The material in this book has been furnished by SOCIETY MEMBERS and is provided to members for their private information and use. Names included (both member and non-member) are not to be used for solicitation OR FOR ANY OTHER PURPOSE. While some levity may be found, it is not in any way intended for ridicule - but rather, a facetious touch here and there which we hope all will accept in the manner intended. We hope nothing has been included that will offend anyone.

TE ED.

THE WIRELESS PIONEER

# A PRACTICAL NAUTICAL ARTICLE

By "LITTLE WILLIE"

"Full many a gem of brightest ray serene is worn by some proud dame of little soul,  
While some great intellects are born to blush unseen and search for halos in a liner's glory hole."

WELL, in the long ten days that I have spent following life on the sea, I have amassed a world of information that is unappreciated by mere smatterers, unpossessed by men of lesser experience, unassimilated by those of smaller capacity, and undiscovered by less acute observers. If you could only hear me talk about the "lab board" and the "stab board" side of the ship and "horser" lines and "ten days out of Hong Chong" and "caught in a southeasterly"; and "Davids" and "slings" and "Pilates" whose names do not decorate the pages of history ("Davids" are bent lamp posts that support the life boats and "slings" are for hoisting freight from the ships' "holes"). Port holes that have no mean appreciation for Scotch whisky as well as vast rows of state rooms that the state never possessed or even heard of. Dark stairways that lead ever downward into the very bowels of the ship and "St. Jacobs" ladders made of ropes that tower heavenward until they are lost in the clouds. Countless "Michael Angelos", suspended like spiders, overhang the sides of the ship in their efforts to stay the destructive hand of a relentless sea.

There are spools unencumbered with thread, logs that never were rolled, and drums that beat no rhythm. There are bunkers that do not slip you the bunk, hatches that produce no chicks, and bridges that cross even the mighty deep. Booms unattended by the peering real estate man and mates complete in a single unit. Sea gulls that are both boys and gulls and no age limit, old sea dogs that look for all the world like human beings, and sea urchins that don't. Then I could talk to you about quartered Chinese and nigger heads without bodies that would fairly make your blood curdle and great mammoth funnels that the untrained eye would take for smokestacks. Cabins that resemble palaces and boat swains that remain swains at the tender age of sixty. Then I might mention the purser, presumably the man who relieves you of your purse, but I'll see that he doesn't get mine.

Some good steamships are clever;  
They are Union all over;  
U. S. emblem emblazoned on stack;  
And for coin—well I guess  
They will stand by U. S.!  
Every dollar must be Union jack!

Wonders will never cease. There is the fiddley, noted for its conspicuous absence of fiddles, and the wireless receiver, composed of wires mostly. There is the mess room, not for nourishing infants, but for grownups, and alleys unstrewn with tin cans and dead cats. Squalls without infant mouths to emit them and "gun walls" evolved without guns. "Steve doors" that take tangible forms of mortals and are as plainly visible as those brought out in dark seances and that stalk abroad aboard the ship in broad daylight. And tall, uncanny-looking ventilators that seem like death-plotting periscopes and give one the cold shivers. It is no uncommon sight to see a cargo that does not go, ergo it stands perfectly still. There are great beams that span the entire width of the ship that have no

more substance than moonbeams and sea boards that reach from here to the equator. And black winches that work day and night and never tire, ex- or perspire. Halls that draw fathoms of water (which is all the bunk) and cranes that will outpull a span of horses.

Viewed from every possible angle, life before and after the mast is an endless paradox. There are galleys that hold no terrors for criminals and cradles that harbor no babes. Sea paths, like stock, formed of water, and wakes without any dead. And swells, and high seas, and pitches that stir to innermost depths but not of musical genius. Saloons that you enter without knocking and depart from as feelings shall dictate. Spankers that frighten no children, and havens this side of the grave. Sea lions and sea gulls that never affiliate but maintain their species despite rigid codes to the contrary. Knots that never were tied and tide independent of knots. Ships that turn turtle without the spell of the wicked enchanter; and tramps that never walked a single mile. Ropes that become foul before one's very eyes, and under sea cables that bring news over seas. There are sea breezes like zephyrs of summer: summer, golden with promise: summer, laden with joy. Some'r not!

There are storms that surely are rippers,  
O'ertake liners with nothing to rip!  
And slips are evolved without slippers,  
While some skippers never do skip.

And good ships that outweather gales,  
Weigh anchor without any scales,  
Smuggle opium and all contraband,  
And then come in safely to land.

There are swinging yards like the gardens of Babylon and berths unattended by storks. Life preservers that a goat could not subsist on, and charts not for imparting information to babes but bristling with nautical lore. Perched far aloft is the crow's nest where the small boy would climb to find the brood and return with untarnished conscience. Then there are watches that operate the ship. They look just like common people but they strut about the decks and over the gangplanks as though they felt mighty uncommon. I must not omit boards of underwriters though what they write under I have yet to learn, but suppose their pens. I almost forgot to mention the slop chest, no less significant than aromatic for around it cluster all grades of the human species attracted not merely by the swinish element therein.

Time fails me for details on numerous chronological terms, their selection being determined by physical location rather than calendar or dial. 'Round the hatchways the ear records tonnage; in official rooms, message and mileage; in smoking rooms and nurseries, cribbage; on the gangplank, package and luggage; while back by the steerage, it's storage and baggage, and sausage, and cabbage, and garbage.





# Books

## Book Reviews



### THE NIGHT BOAT

#### THE NIGHT BOAT

BY: George W. Hilton - 1968 (\$12.50)  
Pub. Howell-North Books, 1050 Parker St. Berkeley Calif. 94710

"You'll never ride the night boat again. The last one has slipped the stern line and sailed into the night that has no dawning".

This book is a fond farewell to a vanished institution and one that most members at one time or another have been identified with ... the coastal steamer that left port in the afternoon and reached its destination the next morning.

If you have ever worked aboard ships of the Fall River Line, Providence & Stonington, New London-Norwich Line, New Haven Line, Colonial, Eastern SS Lines, Hudson River Line, Baltimore Steam Packets, The Chesapeake SS Co., Norfolk & Washington SS Co., Louisville & Cincinnati, Canadian SS. Co Detroit & Cleveland, Los Angeles (Laseco) and CPR to name a few, you will find nostalgic memories of the past that are priceless. This is a beautifully printed book, profusely illustrated and well written by Author George Hilton who cut his eye teeth on ships of the C & D Navigation Company, Old Bay Lines and others. Highly recommended.

## DISASTER LOG OF SHIPS

by JIM GIBBS

SUPERIOR PUB. CO.



AUTHOR: JIM GIBBS  
PUBLISHED - 1971  
PRICE - \$12.95

This book will have special appeal to those who have sailed along the Pacific Coast from Mexico to Alaska.

It is a beautiful book on quality paper, profusely illustrated with pictures that are priceless, and narrated by a man who is an artist in telling about the ways of the sea and its ships.



You can almost feel that you are out there on the heaving bosom of the deep, with the steady hand of a sea-seasoned tale spinner to guide you over the shoals and away from the black teeth of off-shore rocks.

With sea-senses alert, Jim Gibbs the author has sniffed and pawed his way through the rolls and records of ships that have battled the elements and lost. He has resurrected the action ... almost to the frantic sounds of it... so survivors of airchair voyages can feel the drama of it all.

This is a book "Ye Ed" can very highly recommend.

## Pacific Square-Riggers

BY: JIM GIBBS - 1969 \$12.95  
PUB. Superior Publishing Company, P.O. Box 1710 Seattle, Washington 98111.

This is a pictorial history of the great "Windships of Yesterday" by the same author of the "Disaster Log of Ships" - Jim Gibbs who is also Editor of the MARINE DIGEST.



The pictures and narration of PACIFIC SQUARE-RIGGERS will delight all who read it - especially sailing ship buffs who sense the beauty of a ship under full sail out on the bounding main.

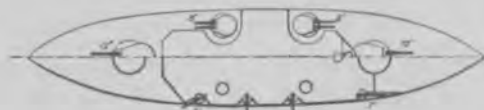
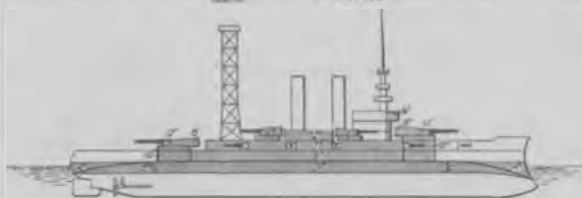
Jim Gibbs, steeped in sea lore, aided by a fine store of photographs, presents a full-rigged account of the Square-Riggers.

## The Naval Annual - 1913

UNITED STATES.

BATTLESHIPS

Idaho. Mississippi.



Length, 275 ft. - 22,000 tons - Speed, 17 knots (1901-1902, 1903)  
Armament, 4 - 12 in., 8 - 6 in., 8 - 7 in., 12 - 3 in., 90 torpedoes.

#### THE NAVAL ANNUAL - 1913

BY: Viscount Hythe (Reprint from 1913) \$12.50  
Publisher: Arco Pub. Co., Inc. 219 Park Avenue So. New York, N.Y. 10003

This is a comprehensive volume of the "Naval Annual" of the world - a series begun in 1886. This issue is of historical interest as it lists ships of all navies just prior to WW-1. The volume furnishes full particulars of individual ships of all world naval powers of the year, supplemented by ship plans of the representative types of the various classes of warships, cruisers, submarines etc. etc.

Those who enjoy books about the Navy will find much in this book of substantial interest.



# Sunken Treasure Ships

## FELL'S GUIDE TO SUNKEN TREASURE SHIPS OF THE WORLD.

BY: Lieut Harry E. Rieseberg & A.A. Mikalow (1965)  
Published by: Frederick Fell Press, Inc., 386 Park  
Avenue South, New York, N.Y. 10016. \$5.95

While Author Rieseberg has published a later book (1970) on the subject of buried treasure titled FELL'S COMPLETE GUIDE TO BURIED TREASURE, LAND AND SEA, also highly recommended, we feel this volume especially worthy of mention and interest as it pinpoints over a thousand under-water sites of famous wrecks that have made history, giving pertinent details. Over the centuries, ships laden with huge treasures have been lost. Today these monuments of tragedy still rest on the floors of oceans, rivers, and lakes --- rotting hulks and rusted ships, a few already salvaged, but thousands still to yield their precious wealth to the light of day.

Lieut. Harry E. Rieseberg, author or co-author of these two publications plus many more about under sea wrecks is perhaps the world's leading authority on sunken treasure ships and their locations all over the globe. Few books have adequately described the details of lost ships and their rich cargoes of gold and silver bullion, specie and gems of all kinds which literally carpet the floor of oceans.

The lure of treasure-trove! How irresistible and how fatal!

Other Rieseberg books published by Fell include "ADVENTURES IN UNDERWATER TREASURE HUNTING" (1965) \$3.95; "THE SEA OF TREASURE" - 1966 (\$3.95) and several others.



## FORD'S INT'L. CRUISE GUIDE



MERRIAN E. CLARK - Editor/Publisher  
P.O. Box 508, Woodland Hills, Calif  
91364. Published twice yearly. The  
Price \$3.75 per copy for \$6 yearly.



This publication on slick paper, pictures and describes most of the cruise and passenger ships of the world and is an excellent reference for any who contemplate a voyage or cruise as it lists the schedules, itineraries, and the cost of accommodations for each trip or cruise. It is HIGHLY RECOMMENDED by 'Ye Ancient Mariner'.

We think it is a publication that you would enjoy.



# Book Reviews

## Jack Binns



Jack Binns with some in sea outfit for fishing first wireless call for ship.

Lieut. Rieseberg has furnished the Society a story on... "THE C.O.D. OF THE SS REPUBLIC" and the dramatic action of brass-pounder Jack Binns on this historic occasion in which the lives of 1650 were saved by the WIRELESS. Jack Irwin was the operator who handled the land end of the call (mostly) and was a "buddie" of many of our members. The story will be published in the next issue of PORTS O' CALL. We think you will find it very thrilling.



## USS MISSOURI

LAUNCHED . . . . . JANUARY 29, 1944  
COMMISSIONED . . . . . JUNE 11, 1944  
DECOMMISSIONED . . . . . FEBRUARY 26, 1955



## THE "MIGHTY MO"

BY: Gordon Newell and Vice Admiral Allan E. Smith  
U.S.N. (RET). 1969 (\$12.50)  
Published by: Superior Publishing Co.

The 'MIGHTY MO' is part of the American heritage. A symbol of victory at sea and in word and picture, it carries absorbing details of the ship chosen by General of the Army, Douglas MacArthur in executing the acceptance of the surrender document from the Japanese on Sept. 2 1945.

This book makes the 'Mighty Mo' a living entity with personality and sensations. It symbolizes the ships of the fleet that brought glory to them and the men that sailed them. There are about 200 dramatic photographs that supplement the story as told by authors Newell and Smith through these dramatic war years and its termination.

CONTACT AT SEA (Peter Schroder)

SPECIAL OFFER BY PUBLISHER. The Gregg Press, 121 Pleasant Ave., Upper Saddle River, N.J. 07458 have informed us they will extend a 40% discount to members of SOWP who wish to procure a copy of the above book. The list on this book is \$14.00, hence check or money order for \$8.40 will cover.

Paraphrasing England's Macaulay... "There are historians and there are scientists, but historians are not scientists and scientists are not historians. Peter Schroder comes about as close to being both as you will find.



# The Japanese call 'him'

## ... 'MARU'

Inspired by an article that appeared in the September number of *Japan*, the magazine published in San Francisco by the Toyo Kisen Kaisha, on the meaning of "Maru", Kiyoshi Kawaii of Yokohama has written an interesting little essay on the word. Although it adds little to the explanations published in *Pacific Marine Review* for January, it sums them up so excellently that it is well worth publishing. Mr. Kawaii's article as it appeared in *Japan* follows:

I have read with much interest an article by Mr. John Sharrock under the title of "What is the meaning of the word 'Maru'?" which appeared in the September issue of *Japan*.

Regarding the derivation of this word, I hope you will pardon me for adding my mite to the explanation already given.

The word "Maru", represented by the ideograph above, has two different meanings.

1. (a) "Circle" or "Ring"—when used as a noun.  
(b) "Round," "Complete"—when used as an adjective.
2. The suffix for the name of a person or thing.

The word "Maru", which is now commonly used with the name of a ship, comes from the latter sense, and it is a colloquial pronunciation of the word "Maro", which originally meant "Self". The word "Maro" was used in olden times by nobility as a pronoun when one referred to one's self in addressing another, just as the word "I" is used in English; as, "Maro mo uta yoman" (I, too, will compose a poem), as we often see in old books. In this way, both words, "Maro" and "Maru", came to be used as a suffix for the name of a male person, as in "Kakinomotono Hito Maru", an eminent poet of the seventh century, and "Sakanoueno Tomura Maru", a famous general who lived in the ninth century. In ancient times such a way of naming a male was practiced mainly by the families of the courtiers and direct retainers of the Emperor, but after the middle ages it became a fashion among the military caste to put "Maru" as a suffix to the name of a juvenile, such as "Ushiwaka Maru", "Ran Maru", and so forth. It is to



be noted that the "Maru" was applied also to the names of certain domestic animals or tools possessed or fondled by high-class people, as in "Hiza Maru", a sword well known in Japanese history; "Kogarasu Maru", a celebrated sword hereditarily owned by the Heike family; "Shishi Maru", a famous musical instrument; "Okina Maru", a noted dog, and so on. Such a way of naming an animal or thing seems to be due to the fact that the owner had so strong an affection for it that he gave it a name similar to a man's in personification. As stated in Mr. Sharrock's article, the word "Maru" is applied also to a castle, but in this case it has rather a different meaning. The old castles had each a proper name of its own, as the castle in Tokyo or Yedo was called "Yedo-jo", the one in Nagoya "Nagoya-jo", etc. These castles consisted of the main buildings for the rul-

ing Shogun or Daimyo, surrounded by two, three or sometimes more outer walls and moats for defense, and the central or main circle or enclosure was called "Hon Maru", or the Main Circle; the second outer one, "Nino Maru", or the Second Circle, and the third outer one "Sanno Maru", or the Third Circle. Thus we see that the word "Maru" used for a part in a castle comes from the meaning of a circle, quite apart from the case as applied to a ship, etc.

Regarding the first application of the word "Maru" to the name of a vessel, the *Japan Social Encyclopedia* (*Nihon Shakaiji*) tells us as follows:

"In 19th year of Tensho (1591 A. D.) when Toyotomi Hideyoshi attempted to subjugate Korea, he ordered the feudal lords throughout the country to build large vessels and contribute the same to his government for army transportation. The Lords who were allowed a hereditary pension of over one hundred thousand koku had to build two large vessels, and Lords who were under the direct control of Hideyoshi had to build three large-type vessels and five mid-type vessels. It was also ordered that these newly built vessels, when completed, were to be brought to certain ports of the provinces of Settsu, Harima and Izumi. On this occasion Hideyoshi himself also built one large vessel to which he gave the name of 'Nippon Maru'—this is the origin of the word 'Maru' as applied to the name of ship."

While the encyclopedia above mentioned does not give the name of the reference book from which the information was taken, I presume it was abstracted from Dr. Kurokawa's booklet called "Kogei Shiryo" (A History of Industrial Arts), and the statement practically coincides with what I learned from a historian, so it may well be taken as authentic.

It will be interesting to note that in Japan it is a custom to apply the word "Maro" or "Maru" to the name of a male only and not a female, and we naturally come to the conclusion that in our country we treat a ship as of the masculine gender, contrary to the usage in other countries.



# DISASTER LOG SINCE SINKING OF THE USS. MAINE \*

—1898—

Feb. 15 — The U.S. battleship Maine exploded in Havana harbor.

## SPANISH AMERICAN WAR

May 1 — Cmdr. Dewey's fleet destroyed the Spanish ships Reina Cristina, Castilla, Isla de Cuba, Isla de Luzon, Don Juan de Austria, Don Antonio de Ulloa, Marques del Duero.

July 3 — The Spanish ships Maria Teresa, Almirante Oquendo, Vizcaya, Cristobal Colon were destroyed at Santiago de Cuba.

July 4 — The La Bourgoyne and Cromartreshire collided. And the Reina Mercedes was scuttled at Santiago.

July 5 — The warship Alfonso XIII was sunk off Cuba.

July — The Spanish cruiser Jorge Juan was sunk.

Oct. 14 — The Mohagan was wrecked off the Lizard.

Nov. 26 — The Portland was lost off Cape Cod.

—1900—

June 30 — The Main Bremen and Saale were burned at Hoboken, N.J.

—1901—

Feb. 22 — The Rio de Janeiro was wrecked off San Francisco.

April 1 — The Asian was wrecked in the Red Sea.

Aug. 14 — The Islander, with \$3 million in gold aboard, struck an iceberg in Steven's Passage, Alaska.

Dec. 2 — The Concor vanished off Esquimaux, B.C.

—1902—

July 21 — The Primus was in a collision on the Elbe River.

—1903—

June 7 — The Liban was in a collision near Maracilla.

## RUSSO-JAPANESE WAR 1904-05

—1904—

Feb. 9 — The Russian cruisers Varieg and Korietz were sunk off Korea by the Japanese.

April 13 — The Russian battleship Petropavlovsk was mined off Port Arthur.

May 15 — The Japanese battleships Hatause and Yashima were mined and the cruiser Yoshino was rammed by another vessel and sank.

June 15 — The General Slocum burned at Hell Gate, N.Y.

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June 20 — The Russian submarine Dolphin sank.

June 28 — The Norge was wrecked on Rockall Reef.

—1905—

May 27 — Eleven Russian warships were sunk in Tsushima Bay with the loss of 10,000 men. Japan lost three boats and less than 1,000 men.

Sept. 23 — The Japanese warship Mikasa was lost.

—1906—

Jan. 21 — The Aquidahun exploded off Brazil.

Jan. 22 — The Valencia was lost off Vancouver Island.

Aug. 4 — The Sirio was wrecked off Cape Patos.

—1907—

Feb. 12 — The Larchmont sank off Long Island.

Feb. 21 — The Berlin was lost off the Hook of Holland.

Feb. 24 — The Imperatrix was wrecked.

Mar. 12 — The French Battleship Jena exploded.

July 20 — The Columbia and San Pedro collided off California.

Nov. 26 — The Kaptan sank in the North Sea.

—1908—

March 23 — The Matsui Maru was in a collision near Hakodate.

April 30 — The Matsui Shima exploded off Pescadores.

July 28 — The Ying King foundered off Hongkong.

Nov. 6 — The Taish sank.

Nov. 27 — The San Pablo sank off the Philippines.

—1909—

Jan. 21 — The Republic was rammed and sunk by the Florida off Nantucket light. Only six persons were lost out of 1,600 passengers and this was credited to the use of radio, the first used in a major sea disaster.

Aug. 1 — The Waratah vanished while on a voyage from London.

—1910—

Feb. 9 — The General Chanzy was wrecked off Minorca.

—1911—

Sept. 25 — The French battleship Liberté exploded at Toulon.

—1912—

Jan. 11 — The Russ foundered in the Black Sea.

March 5 — The Principe de Asturias was lost.

March 28 — The Youngala sank off Australia.

April 8 — A Nile steamer exploded near Alexandria.

April 14-15 — The Titanic hit an iceberg in the Atlantic.

Sept. 23 — The Obnevska sank in the Dvina River.

Sept. 28 — The Kickemore sank off Japan.

—1913—

March 1 — The Calvados was lost in the Sea of Marmora.

March 5 — The German destroyer S-17 and the cruiser York collided near Helgol and.

Oct. 9 — The Volturo exploded in mid ocean.

Nov. 9 — A storm on the Great Lakes destroyed the steamers Henry B. Smith, Lee, field, John A. Mc Gean, Charles Price Isaac M. Scott, Hydrus, Argus, James Caruthers, Regius and Wexford.

—1914—

## WORLD WAR I — 1914-1918

Jan. 30 — The Monroe was in a collision off Virginia.

March 31 — The Southern Cross was wrecked off Belle Isle Strait.

May 29 — The Empress of Ireland was in a collision on the St. Lawrence River.

Aug. 25 — The Kaiser Wilhelm der Grosse was sunk off the coast of Africa.

Aug. 28 — The German cruisers Ariadne, Cohn and Mainz were sunk by British ships.

Sept. 12 — The German cruiser Hela was sunk by a British submarine off Helgoland.

Sept. 18 — The Francis H. Leggett was in a collision on the Columbia River.

Sept. 22 — The British cruisers Aboukir, Cressy and Hogua were sunk by a German submarine.

Oct. 15 — The British cruiser Hawke was sunk by a submarine off Aberdeen.

Oct. 26 — The British battleship Audacious was mined off Lough Swilly.

Nov. 1 — The British cruisers Good Hope and Monmouth were sunk in the Battle of Coronel.

Nov. 4 — The German cruiser Kariakuhe exploded.

Nov. 9 — The German cruiser Emden was sunk off Cocos Island.

Nov. 17 — The German battleship York was mined off the Jade River.

Nov. 26 — The British Battleship Bulwark exploded at Sheerness.

Dec. 8 — The German cruisers Scharnhorst, Leipzig, Gneisenau and Nürnberg were sunk in the Battle of Falkland Island.

—1915—

Jan. 1 — The British battleship Formidable was torpedoed.

Jan. 24 — The German cruiser Blucher was sunk off Dogger Bank.

March 14 — The German cruiser Dresden was blown up by its crew.

March 18 — The British battleships Irresistible and Ocean were torpedoed and sunk in the Dardanelles, while the Inflexible was torpedoed and beached.

March 25 — The American submarine F-4 was lost off Honolulu.

May 7 — The Cunard Line ship Lusitania was sunk off Ireland by a German submarine. She was enroute from New York to England at the time.

May 13 — The Goliath was torpedoed by a Turkish destroyer.

May 25 — The British battleship Triumph was torpedoed.

May 27 — The British battleship Majestic was torpedoed.

July 11 — The German cruiser Königsberg was sunk by the British in the Rufiji River.

July 18 — The Italian cruiser Gasparoli was torpedoed in the Mediterranean.

July 24 — The Eastland was overturned in the Chicago River.

Aug. 13 — The Marowijne was lost in the Gulf of Mexico.

Aug. 16 — The dredges San Jacinto and San Houston were wrecked off Galveston.

Nov. 7 — The Italian Ancona was torpedoed in the Mediterranean.

—1916—

Jan. 6 — The British battleship King Edward VII was mined off Cape Wrath.

Jan. 22 — The Pollentia foundered in mid-Atlantic.

\* SEE PAGE 104

(10)

Feb 3 — The *Daijin Maru* sank in the Pacific.

Feb. 26 — The French cruiser *Provence* was lost in the Mediterranean.

May 31 — The following ships were lost in the Battle of Jutland: *Queen Mary*, *Indefatigable*, *Defence*, *Invincible*, *Black Prince*, *Pommern*, *Wiesbaden*, *Rostock*, *Elbing*, *Lutzw*.

June 5 — The British cruiser *Hampshire* was mined in the Orkneys.

Aug. 19 — The British cruisers *Nottingham* and *Falmouth* were torpedoed.

Aug 29 — The American cruiser *Memphis* was wrecked at Santo Domingo.

Aug. 29 — The Chinese ship *Hsin Yu* sank off China.

Aug. 29 — The Japanese *Wakaiso Maru* was wrecked off Japan.

Nov. 3 — The *Connemara* and *Retriever* collided in the Irish Sea.

Nov 21 — The *Britannic* was torpedoed in the Aegean Sea.

—1917—

Jan. 25 — The British cruiser *Laurentie* was mined off Ireland.

April 15 — The British ship *Aesdan* was torpedoed in the Mediterranean.

July 9 — The British warship *Vanguard* exploded at Scapa Flow.

Oct. 17 — The American transport ship *Antilles* was torpedoed.

Oct. — The Russian battleship *Slavia* was sunk in the Baltic Sea.

Dec 6 — The French vessel *Mgêt Blanc*, carrying 3000 tons of TNT exploded in Halifax harbor after being rammed by the Belgian raider steamer *Imo*. Some 1,600 were killed and thousands were injured, with damage set at \$50 million.

Dec 6 — The American destroyer *Jacob Jones* was torpedoed off Shilly Islands.

Dec 30 — The British ship *Aragon* was torpedoed in the Mediterranean.

—1918—

Jan 20 — The German warship *Breslau* was mined off Imbros Island.

Jan. 21 — The British ship *Louvain* was torpedoed in the Mediterranean.

Feb 1 — The French ship *La Dive* was torpedoed in the Mediterranean.

Feb. 5 — The British ship *Tuscania* was torpedoed off Ireland.

Feb. 24 — The *Forizel* was wrecked near Cape Race, N.F.

April 25 — The Chinese ship *Kiang Kwan* was in a collision off Hankow.

May 1 — The *City of Athens* was in a collision off Delaware.

May 10 — The *Santa Anna* was torpedoed in the Mediterranean.

May 23 — The *Moldavia* was torpedoed in the Atlantic.

May 26 — The *Leasowz Castle* was torpedoed in the Mediterranean.

May 31 — The American troopship *President Lincoln* was torpedoed.

June — The American warship *Cyclops* vanished without a trace. She sailed from Barbados on March 4th.

June 27 — The *Llandoverly Castle* was torpedoed.

July 6 — The *Columbia* sank in the Illinois River.

July 12 — The Japanese battleship *Kakachi* exploded in Tokayama Bay.

July 14 — The French ship *Djannah* was torpedoed in the Mediterranean.

July 19 — The American cruiser *San Diego* was mined off Fire Island.

Aug. 3 — The British ship *Warilda* was torpedoed off England.

Sept. 5 — The American troopship *Mt. Vernon* was lost at sea.

Sept 12 — The British ship *Galway Castle* was torpedoed in the Atlantic.

Sept. 26 — The *Tampa* was torpedoed off England.

Sept. 30 — The *Ticorderoga* was torpedoed in the Atlantic.

Oct. 6 — The British ship *Gtraentó* was in a collision off Scotland.

Oct. 19 — The Irish *Leinater* was torpedoed in St. George's Channel.

Oct 25 — The Canadian ship *Princess Sophia* was sunk off Alaska.

Nov 10 — The British battleship *Britannia* was torpedoed off Cape Trafalgar.

—1919—

Jan 1 — The British yacht *Isolde* was lost off Scotland.

Jan. 17 — The French *Chaonia* was lost in the Straits of Messina.

June 4 — The British submarine *L-55* was lost off Kronstadt.

Sept. 9 — The Spanish ship *Valbanera* was lost off Florida.

—1921—

Jan. — The Spanish ship *Santa Isabel* was sunk near Villagarcía.

March — 19 — The ship *Hongkong* hit a rock near Swatow, China.

March 20 — The British ship *Egypt* was in a collision off France.

Aug. 26 — The Japanese cruiser *Nittaka* sank off Kamohatka.

Aug. 29 — The Chilean ship *Itata* sank off Copumbo.

—1923—

March 10 — The Greek ship *Alexander* sank off Piræus.

April 30 — The *Mossamodes* was grounded at Cape Erlo, Africa.

Aug 21 — A Japanese submarine sank at her dock in Kobe.

Sept 3 — The American destroyers *Delphy*, *S. P. Lee*, *Chauncey*, *Fuller*, *Woodbury*, *Nicholas* and *Young* were wrecked off Honda Point, Calif.

—1924—

Jan. 10 — The British submarine *L-24* was in a collision off Portland, Eng.

March 19 — The Japanese submarine *No. 43* was in a collision off Sasebo.

June 12 — The American battleship *Mississippi* exploded off California.



—1925—

March 12 — The Japanese ship *Uwajima Maru* was lost off Takashima.

Aug. 26 — An Italian submarine was lost off Sicily.

Sept. 25 — The American submarine *S-51* was in a collision with the steamer *City of Rome* off Black Island.

Nov 11 — The British submarine *M-1* was in a collision in the English Channel.

—1926—

April 27 — The ship *Chichibu* went aground off Horomushiro in Japan.

Aug. 26 — *Buryestnik* hit a pier at Cronstadt, Russia.

—1927—

Aug. 25 — The Japanese destroyers *Warabi* and *Aahi* were lost off Bungo Straits.

Oct. 25 — The Italian ship *Principessa Mafalda* exploded off Porto Seguro, Brazil.

Dec 17 — The American submarine *S-4* was in a collision off Provincetown, Mass.

—1928—

July 7 — The Chilean ship *Angamos* sank in Arzuno Bay.

Aug 6 — The Italian submarine *F-14* was in a collision in the Adriatic Sea.

Oct. 3 — The French submarine *Ondine* was lost off Portugal.

Nov 12 — The British ship *Vestris* sank off Virginia.

—1929—

April 22 — The Japanese ship *Toyo Kuni Maru* was wrecked on Rocky Cape, Erino.

Aug. 30 — The *San Juan* was in a collision off Santa Cruz, Calif.

Dec 21 — The Chinese ship *Lec Cheong* was lost near Hongkong.

—1931—

March 11 — A Chinese steamer exploded off the Yangtze River.

May 22 — The Russian submarine *No. 9* was lost in the Gulf of Finland.

June 14 — The French ship *St. Philibert* sank off St. Nazaire.

—1932—

Jan. 26 — The British submarine *M-2* was lost off Portland Bill, Eng.

Sept. 9 — The ship *Observation* exploded in New York's East River.

Dec. 5 — The Japanese destroyer *Sawarsh* sank off Formosa.

—1933—

Jan. 4 — The French ship *L'Atlantique* burned in the English Channel.

—1934—

Jan. 21 — The Chinese ship *Weitung* burned in the Yangtze River.

March 12 — The Japanese ship *Tomozuru* capsized off Nagasaki.

Sept. 8 — The ship *Morro Castle* burned off Asbury Park, N. J.

—1935—

Jan. 24 — The ships *Mohawk* and *Talisman* collided off New Jersey.

July 3 — The Japanese ship *Midori Maru* was in a collision in the Inland Sea.

—1936—

Dec. 12 — A Spanish submarine was torpedoed off Malaga.

—1937—

Dec. 12 — The American ship *Panay* was bombed in the Yangtze River.

—1938—

May 5 — The French ship *Lafayette* was burned at its dock.

WORLD WAR II - 1939-45

—1939—

Feb. 2 — The Japanese submarine *I-36* was lost in Bungo Channel.

April 19 — The French ship *Paris* burned at Le Havre.

—1940—

May 23 — The American submarine *Squalus* was lost off Portsmouth, N.H.

June 1 — The British submarine *Thetis* was sunk in the Irish Sea.

June 15 — The French submarine *Phenix* was lost off Indo China.

—1941—

Sept. 3 — The British ship *Athenia* was torpedoed west of the Hebrides.

Sept. 17 — The British aircraft carrier *Courageous* was torpedoed.

Oct. 14 — The British battleship *Royal Oak* was torpedoed.

Dec. 17 — The German battleship *Graf Spee* was blown up by her crew off the coast of Uruguay.

—1940—

June 8 — The British aircraft carrier *Glorious* was lost off Narvik.

June 16 — The French ship *Champlain* sank in a French port.

June 17 — The British ship *Lancastria* was torpedoed off St. Nazaire.

July 3 — The French battleships *Bretagne* and *Provence* were sunk off Dunkirk and run aground.

Oct. 26 — The ship *Empress of Britain* was torpedoed off Ireland.

Nov. 3 — The ship *Laurentic* was torpedoed.

—1941—

April 23 — The British ship *Rajputana* was torpedoed.

May — The Italian ship *Conte Rosso* was torpedoed off Sicily.

May 24 — The British battleship *Hood* was sunk off Greenland by the German battleship *Bismarck*.

May 27 — The German battleship *Bismarck* was sunk off Brest by the British.

June 16 — The American submarine *O-19* was lost in a test dive off Maine.

July 15 — The *Georgic* was destroyed in a Suer port.

Oct. 31 — The American destroyer *Rauben James* was torpedoed in the North Atlantic.

Nov. 13 — The British aircraft carrier *Ark Royal* was lost in the Mediterranean.

Nov. 25 — The British battleship *Barham* was torpedoed in the Mediterranean.

Dec. 2 — The Australian cruiser *Sydney* was lost off Australia.

Dec. 7 — The Japanese attacked Pearl Harbor sinking several American warships.

Dec. 9 — The British battleship *Prince of Wales* and the cruiser *Repulse* were sunk by Japanese off Malaya Peninsula.

Dec. 16 — The British cruiser *Galates* was torpedoed in the Mediterranean.

—1942—

Feb. 2 — The Swedish ship *Amerikaland* was lost off Cape Hatteras.

Feb. 9 — The French ship *Normandie* burned at a New York pier.

Feb. 18 — The American destroyer *Truxton* and the freighter *Pollux* went aground off New Foundland.

Mar. 1 — The American cruiser *Sunda Strait* was lost in the Battle of the Java Sea.

April 5 — The British cruisers *Dorsetshire*, and *Cornwall* were destroyed by planes off Ceylon.

April 8 — The British aircraft carrier and the destroyer *Vampire* *Hermes* was destroyed in the Indian Ocean.

April 8 — The Greek ship *Enderania* sank off Turkey.

May 8 — The American carrier *Lexington* was lost in the Battle of Coral Sea.

June 4 — The Japanese aircraft carriers *Akagi*, *Kaga*, *Hiryu* and *Soryu* were sunk in the Battle of Midway.

June 7 — The American carrier *Yorktown* was lost off Midway Island.

Aug. 9 — The American cruisers *Quincy*, *Vincennes* and *Astoria* were sunk in the Solomons.

Aug. 22 — The American destroyer *Ingram* was in a collision in the Atlantic.

Sept. 9 — The American Coast Guard ship *Muskeget* vanished in the Atlantic.

### THE "WIRELESS PIONEER"

—1942—

Sept. 15 — The American aircraft carrier *Wasp* was torpedoed in the Solomons.

Oct. 2 — The British cruiser *Curacao* was in a collision off England.

Oct. 26 — The American ship *President Coolidge* was mined in the South Pacific.

Oct. 26 — The American aircraft carrier *Hornet* was damaged in the battle of Santa Cruz Island, then later it sank.

Oct. The *Duchess of Athol* was torpedoed in the Atlantic.

Oct. — The *Viceroy of India* was torpedoed in the Atlantic.

Nov. 8 — The British aircraft carrier *Avenger* was lost off North Africa.

Nov. 13 — The Japanese battleship *Hiye* was lost off the Solomons.

Nov. 15 — The Japanese battleship *Kirishima* was lost off the Solomons.

Dec. 6 — The British ship *Cernuus* was torpedoed off the Azores.

—1943—

Jan. — The American submarine *Argonaut* was sunk near New Britain Island.

Jan. 30 — The American cruiser *Chicago* was torpedoed in the Solomons.

Feb. 3 — The American destroyer *Dorchester* was torpedoed off Greenland.

Mar. 15 — The ship *Empress of Canada* was torpedoed off Freetown, West Africa.

June 13 — The American Coast Guard ship *Escanaba* exploded in the Atlantic.

June 8 — The Japanese battleship *Mutsu* exploded off Japan.

Sept. 9 — The Italian battleship *Roma* was wrecked by Allied planes.

Sept. 11 — The ship *Conte di Savoia* was bombed in Venice harbor.

Sept. 14 — The Italian ship *Conte Verde* was scuttled at Shanghai.

Oct. 20 — Two naval tankers collided off Palm Beach, Fla.

Nov. 26 — The British ship *Rohna* was bombed off Algeria.

Dec. 26 — The German ship *Scharnhorst* was torpedoed off Norway.

Jan. 3 — The American ship *Turner* exploded off New York harbor.

March 9 — The American ship *Leopold* was torpedoed in the Atlantic.

April 20 — The American ship *Paul Hamilton* was torpedoed off Algiers.

May 29 — The American aircraft carrier *Block Island* was torpedoed in the western Atlantic.

June 19 — The Japanese aircraft carriers *Shokaku* and *Taiho* were sunk in the Battle of the Philippines.

July 17 — Two ammunition ships exploded at Port Chicago, Calif.

Sept. 8 — The Italian ship *Rex* was damaged by planes at Trieste Harbor.

Oct. 24 — The American aircraft carrier *Princeton* exploded off Leyte.

Oct. 24 — The Japanese battleship *Musashi* was sunk.

Oct. 25 — The Japanese battleships *Fuso*, *Yamashiro*; cruisers *Suzuya*, *Chakuma*, *Chokai*, *Mogami*, and aircraft carriers *Chiyoda*, *Zuikaku*, *Zuiko* and *Chitose* were sunk in the Battle of the Philippines.

Nov. 12 — The German battleship *Tirpitz* was sunk off Norway.

Nov. 21 — The Japanese battleship *Kongo* was sunk off China.

Nov. 24 — The Swedish ship *Hansa* exploded off Gotland.

Nov. 29 — The Japanese aircraft carrier *Shanano* was lost off Japan.

Dec. 18 — The American destroyers *Spence*, *Monaghan* and *Hull* were sunk in the Pacific.

Dec. 24 — The Belgian ship *Leopoldville* was torpedoed while enroute to Cherbourg.

—1945—

Jan. 29 — The American ship *Serpens* exploded off Guadalcanal.

Jan. 30 — The German ship *Wilhelm Gustloff* was sunk off Danzig.

March 19 — The American aircraft carrier *Franklin* was damaged at sea but made it into port.

April 7 — The Japanese battleship *Yamato* was sunk off Kyushu Island.

April 9 — The American ship *Liberty* exploded at Bari, Italy.

April 9 — The German battleship *Admiral Scheer* was sunk at Kiel.

April 16 — The German battleship *Luetzow* was sunk by Allied planes.

May 11 — The American aircraft carrier *Bunker Hill* was damaged.

July 8 — The Brazilian cruiser *Bata* exploded in the Atlantic.

July 24 — The Japanese battleship *Hyuga*, cruiser *Tone* and aircraft carriers *Amagi* and *Kaiyo* were sunk off Kure.



## SOME MARINE DISASTERS

July 28 — The Japanese battleships *Haruna* and *Ise*; cruisers *Aoba*, *Izumo* and *Iwate* were sunk off Kure.

July 31 — The American cruiser *Indianapolis* was torpedoed in the Philippine Sea. (This was the last major loss of World War II).

—1947—

Jan. 19 — The Greek ship *Hionera* was mined off Athens.

April 16 — The French ship *Grandchamp* exploded in Texas City Harbor.

July 17 — The ferry *Randas* was sunk at Bombay.

Nov. 25 — The American freighter *Clyde* *Victory* was lost off British Columbia.

—1948—

Jan. 28 — The Japanese ship *Joo Mari* was mined at Okayama.

June 11 — The Danish ship *Kokenhavn* hit a mine in Kattegat Sound.

Dec. 3 — The ship *Kiangya* exploded in the China Sea.

—1949—

Jan. 27 — The ship *Taijing* collided with another vessel off South China.

Sept. 17 — The Canadian ship *Noronic* was bombed at Toronto.

—1950—

Jan. 12 — The British submarine *Truculent* was in a collision in the Thames.

June 19 — The British ship *Indian Enterprise* exploded in the Red Sea.

Aug. 25 — The American hospital ship *Benevolence* collided with the *Mary Luckenbach* off San Francisco.

—1951—

April 16 — The British submarine *Affray* was lost in the English Channel.

May 17 — The French LST *Adour* exploded off Indo China.

June 12 — The American destroyer *Wilkes* was damaged off Korea.

Sept. 1 — The fishing boat *Pelican* sank off Montana.

Sept. 17 — A French landing ship struck a mine off Cochin, China.



\* It must be realized the the "DISASTER LOG" DOES NOT include all ships lost between the dates covered -- sinking of the American Battleship Maine to date the Society was established. It would take many volumes to list all casualties. Lloyd's record an average of about twelve accidents per day to ships of the world which include fire, explosions, grounding, collisions and sinkings due to weather and other causes.

A large percentage of ships so involved survive but the number that do not, over the years is very large. Life expectancy of ships vary. Some are still in service after nearly 75 years of service while many sink on their maiden voyage such as the SS TITANIC.

Thanks is extended to "THE LOG" Publishing Company and Mr. Don Marks for allowing us to reprint material from their very fine publication. Incidentally - "THE LOG" is the OLDEST Nautical Publication in the United States (Over 100 years).

We note that the years 1920, 1930 and 1946 are missing or show no listings. We do not know the reason. Also many well known ships (to the Ancient Mariner) are missing from the roster. However, we think it will be of great interest to Society Members. Hopefully we will be able to include a more comprehensive list in coming P.O.C.



## SOME MARINE DISASTERS

Dec 8 - The Greek ferry Heraklion sank in the Aegean Sea.

Jan. 14 - The Korean ferry Hanil Ho was in a collision off Korea.

May 23 - The Greek tanker Ciroc exploded in the Mediterranean.

July 29 - The American aircraft carrier Forrestal was bombed off North Viet Nam.

Oct 9 - The American freighter Pan-panian Faith sank in the North Pacific.

Jan. 25 - The Israeli submarine Daka vanished in the Mediterranean.

Jan. 27 - The French submarine Minerva vanished in the Mediterranean.

April 10 - The ferry Wahine grounded off Wellington, N.Z.

May 21 - The American submarine Scorpion vanished off the Azores.

Oct 11 - A Philippine ferry foundered off Mindanao.

Dec 7 - An American Coast Guard tender was in a collision off White Castle, La.

Jan. 14 - The Soviet ship Esghhad went aground in the Caspian Sea.

Sept. 21 - The German bark Pamir sank off the Azores.

Jan 26 - The Japanese ferry Nankai Maru vanished in the Inland Sea.

March 1 - The Turkish ferry Uskudar capsized off Izmit, Turkey.

Nov 18 - The American freighter Carl D. Bradley sank in Lake Michigan.

May 16 - The Philippine ship Pioneer Cebu sank.

June 16 - The American tanker Texaco Massachusetts and the British tanker Alva Cape Collided at New York.

Oct 22 - The American freighter Golden State and the Philippine ship Pioneer Leyte collided in Manila Bay.

Oct 26 - The American aircraft carrier Oriskany caught fire in the Gulf of Tonkin.

(Concluded Left - Bottom Col. 1 & 2.)

-1967-

Jan 9 - The freighter Pennsylvania sank in the Pacific.

Jan. 10 - The freighter Flying Enterprise sank off Lizard Point.

April 21 - The American cruiser St Paul was damaged off Korea.

April 26 - The American destroyer Hobson collided with the aircraft carrier Wasp in the Atlantic.

Sept. 24 - The French submarine La Sibylle was lost off Toulon.



-1963-

Jan. 9 - The South Korean ship Tyong Ho foundered off Pusan.

Jan 31 - The ship Princess Victoria sank off North Ireland.

April 4 - The Turkish submarine Dmopolcar collided with the Swedish ship Naboland in the Dardanelles.

Aug. 1 - The French ship Monique vanished near New Caledonia.

Oct 16 - The American aircraft carrier Leyte was damaged in Boston Harbor.

-1964-

Mar 26 - The Spanish ship Guadaleta sank in the Mediterranean.

May 26 - The American aircraft carrier Bennington was damaged off Newport, R.

Sept 26 - The Japanese ferry Toys Maru sank in the Tuguru Strait.

Oct 7 - The American ship Mormackite sank off Virginia.

-1965-

May 11 - The Japanese ferry Shion Maru was in a collision in the Inland Sea.

June 16 - The British submarine Sidon exploded at Portland, Eng.

-1966-

Jan. 18 - The tanker Salem Maritime exploded on Lake Charles, La.

July 25 - The Italian liner Andrea Doria and the Swedish liner Stockholm collided off Nantucket, with the Doria sinking.

-1967-

July 14 - The Soviet ship Esghhad went aground in the Caspian Sea.

Sept. 21 - The German bark Pamir sank off the Azores.

-1968-

Jan 26 - The Japanese ferry Nankai Maru vanished in the Inland Sea.

March 1 - The Turkish ferry Uskudar capsized off Izmit, Turkey.

Nov 18 - The American freighter Carl D. Bradley sank in Lake Michigan.

-1950-

Jan 30 - The Danish passenger ship Hans Hedtoft hit an iceberg off Greenland.

Aug. 22 - Philippine ship Pilar II sank off Palawan.

-1960-

Dec 14 - The Yugoslavian tanker Peter Zoranic and the Greek tanker World Harmony collided in the Bosphorus.

Dec 19 - The American aircraft carrier Constellation burned at the Brooklyn Navy Yard.

-1961-

April 8 - The British liner Dara was bombed in the Persian Gulf.

July 8 - The Portuguese ship Save went aground off Mozambique.

Sept 3 - The ship Vencedor capsized off Colombia.

-1962-

Jan. 8 - The Yugoslavian ship Saba and the British ship Doelburton Court collided in the English Channel.

Nov 18 - The Norwegian ship Therald Brovig and the Japanese ship Munkata Maru collided off Japan.

-1963-

Feb. 5 - The American tanker Marine Sulphur Queen vanished in the Gulf of Mexico.

April 10 - The American atomic submarine Thrasher sank in the North Atlantic.

July 11 - The Argentine ship Ciudad de Asuncion was bombed in the River Plate.

Dec. 23 - The Greek liner Lakonia burned in the Atlantic.

-1964-

Feb. 10 - The Australian destroyer Voyager capsized in the Pacific.

Nov 19 - A passenger launch capsized in the Chenab River, India.

Nov 26 - The Norwegian tanker Stolt Dagall and the Israeli liner Shalom collided off New Jersey.

-1965-

Mar 18 - A lost boat of pilgrims sank in Golindagar Lake, India.

Nov 2 - A Cuban refugee boat sank off Mexico.

Nov 11 - The cruise ship Yarmouth Castle sank off Nassau.

-1966-

May 16 - The Philippine ship Pioneer Cebu sank.

June 16 - The American tanker Texaco Massachusetts and the British tanker Alva Cape Collided at New York.

Oct 22 - The American freighter Golden State and the Philippine ship Pioneer Leyte collided in Manila Bay.

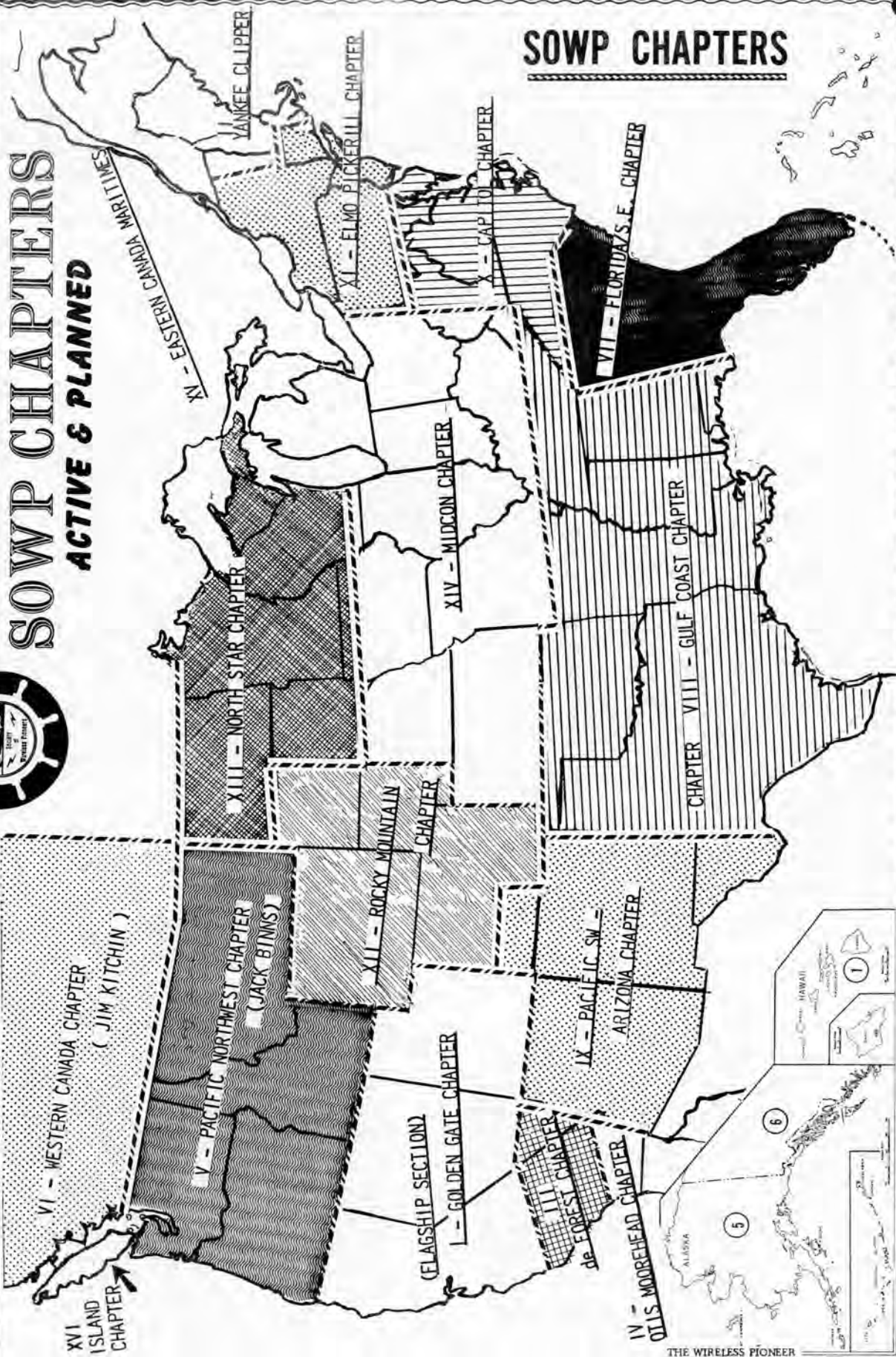
Oct 26 - The American aircraft carrier Oriskany caught fire in the Gulf of Tonkin.

# SOWP CHAPTERS

## ACTIVE & PLANNED



# SOWP CHAPTERS



THE WIRELESS PIONEER

Drawn by W.A. Breniman





BOOK OF THE "WIRELESS PIONEER"

# - Chapter News -



## "LETS GET TOGETHER SOCIETY"

**J**im Kitchin, Canadian Director of the Society, coined the forgoing phrase, as he feels that we have probably done more to bring members together than any organization that has ever existed in the communications field.

One of the primary objectives of the Society is of course to foster "reunions and get-togethers" as this is the means whereby members can renew old acquaintances and have a periodic chance to visit old and new friends with a common interest in professional brasspounding.

We feel that our efforts have been more than moderately successful to say the least as the tally shows that well OVER SIX HUNDRED members and their guests have attended Society functions so far in 1971. Therefore, we feel our efforts have been rewarding. Mr. Frank Atlee, Vice President of Chapters is making an effort to establish additional chapters to increase the scope of the organization and enable those in other areas to also enjoy the benefits of organized reunions. Interested individuals are welcome to participate in these efforts and we suggest they contact Frank at his address: 92 - 31st Avenue, St. Petersburg Beach, Fla. 33706. Amateur call is K4PI or phone him at 813/360-33706.

FOLLOWING IS A RECAP OF THE MEETINGS THAT HAVE BEEN HELD SO FAR THIS YEAR ( 1971 )

### FEB. 6 1971 - SAN MATEO, CALIF.

The Society's annual meeting was held in the Winchester room of the Villa Chartier with some 72 members checking in. An additional 57 wives and guests also attended making a total of 132. Guest speaker was Mr. Joseph A. Casoly who gave an illustrated talk - "SAGA OF THE PACIFIC COAST STEAM-SCHOONERS". It was interesting and well narrated by Mr. Casoly. Members Charles E. Mease (580-P) and Spark-Gap Pioneer Oliver A. "Blink" Wyckoff flew from the East Coast to attend. Messrs Ed Cady and Al Fox assisted in the arrangements.

### APRIL 25, 1971 - LONG BEACH, CALIFORNIA.

We think that this was perhaps one of the best attended reunions that has ever occurred as an estimated 168 members and guests checked in at the Social Hall in the Municipal Clubhouse at Bixby Park for a real enjoyable afternoon of visiting and reminiscing. Much credit must go to Messrs. Hal F. Craig, Director of the de Forest Chapter (III) and Ernest P. Wilmshurst, Director of the Otis Moorehead Chapter (IV) who decided on a "joint meeting" of the two chapters. It turned out to be a gala affair.

Honored Guest was Mrs Lee de Forest who graciously greeted the members (as caught by camera-man Robert F. Brown - "E" on opposite page). She thanked members of Chapter III for naming their chapter after her illustrious late husband.

Names of members who travelled great distances to attend include Earl W. Korf - 613-P from New Jersey, Ray Zerbe 279-P from Texas and N.B. Coil from Minn. Oldest Spark-gapper attending was "Gene" Eagle - 178SGP who started to pound brass professionally back in 1903.

In addition to the fine work of Directors Craig and Wilmshurst is the staff work and cooperation of Bob Brown and his wife, Al Baritto 429-V, Ben Jackson - 422-SGP, Charles B. Lee

241-P, Stan Hyde 343-SGP, Joe Tami 324-P and our coffeymaker Mrs. Wilmshurst who should also share the credit. We hope we haven't left anyone out but know we have as our hard-working Chairman of the Membership Committee, John N. Elwood W7GAQ is not in the list. He did much of the promotion work and also much of the "nitty-gritty" work at Bixby. Thanks to all.

Pictures shown on the opposite page depict a few random shots of the meeting and credit goes to Al J. Baritto from A, C, & D, while Bob Brown took pictures marked B, D & E.

### PIX ON OPPOSITE PAGE

- (A) -

SOWP reunion at Long Beach showing members and guests on N. side of Social Hall. Unfortunately, cameraman was unable to secure picture of entire group without wide-angle lens..

- (B) -

Picture of the Ancient Mariner. He was probably talking about communications aboard the good ship SS Ark and Capt. Noah. He indicated that through an error in communications, history records the dove as carrying the first message, whereas, in all probability, it should read ... "sea gull".

- (C) -

Harold F. Craig, Honored Guest, Mrs. Lee de Forest, Edmund H. Harringer (our Ass't. Ed) and Ben Jackson who furnished some fine assistance in registering the members and guests.

- (D) -

Society members in this pix and a few guests (all members of OOTC) assembled to honor Raymond E. Meyers - third from left who is currently Sec. Treas of OOTC and publishes SGT, also a weekly line in the Los Angeles Herald Examiner. Ray was a former V.P. of the SOWP and so far has crammed about three life-times of experience into his busy life - and still going strong with good sige.

- (E) -

Mrs Marie de Forest, wife of the late Dr. Lee de Forest graciously greets members and friends. She is an active amateur with call WB6ZJR

- (F) -

SOWP officials holding up the Society's banner - including former President Frank Geisel at left (\*); LTCL Allan D. Hrednax USAF/RET, National Net Coordinator for the Society's Amateur Network. V.P. John E. Elwood our hard-working Chairman of the Membership Committee. William E. "Bill" Clyne Society Treasurer who died of a heart attack less than five weeks after picture taken and at right end, Executive Director William A. Bill Braniman. (\*) NOTE: Frank Geisel was stricken only a few days after this picture was taken and had to resign his post under Doctor's orders. He was released from the hospital June 29 1971 and reported making good recovery.

SOUR NOTE AT LB MEETING, Two guests (?) who badgered many SOWP members to join other (amateur) organizations. We don't mind letting them pass out info but we didn't think their action was in very good taste. We hope it doesn't happen again.

### MAY 1 1971 - SEATTLE WASHINGTON

Members and friends of the Pacific N.W. Chapter (Y), named in honor of Jack Binns, legendary operator and hero of the S.S. REPUBLIC, met at the "Dog House Restaurant" under the direction and capable stewardship of Gordon H. Pascoe, Director of Chapter V.

(Turn to Page 108 Please)

## CLASP OF FRIENDSHIP



## "Lets get together" SOCIETY



A

THE WIRELESS PIONEER



B



C



D

**SOWP "REUNION"**

LONG BEACH, APR, 24 1971



E

SEE PAGE 106



F

"Gard" Pascoe reports ... "so much eyeball que'ing took place that they forgot the business session, hence another meeting will have to be called in the near future to transact a bit of business.

**MAY 9 1971 - PHOENIX, ARIZONA.**

Members and friends of the ARIZONA/S.W. CHAPTER (IX) met at 'Neptune's Table' in Phoenix and had a very successful meeting and reunion of members of the area. Jim Caldwell from Tucson was the organizing chairman and since has turned it over to newly elected officers - Charles F. Blake (W7BP) Chapter Director and Wallace H. "Wally" Leland (K7WL) Secretary/Treasurer. Jim Caldwell is Area Director for the Society's Southwest Area.

**MAY 22 1971 - COTATI, CALIF.**

The Society's annual business meeting was held at the "Green Mill" with some 71 members and guests attending. An outstanding luncheon was served and afterwards a short business meeting was conducted in which Senior V.P. Cady was nominated and confirmed as New President to succeed Frank Geisel who had to resign his post due to illness and on doctor's orders. Proposed changes in the C&EL voted upon in the Questionnaire submitted in January was approved by members.

Officers for the new GOLDEN GATE CHAPTER voted for office include Emil A. "Al" Holgerson (173-P) Director; Ralph W. "Bill" Hart (470-P) Secretary-Treasurer; and Butler J. "Barney" Osborne (20-SPG) one of the Society's first Charter members as Program Chairman. Clyde W. Preble (627) was nominated for Senior V.P.

Mr. A. W. "Bill" Filtness, Director of Western Canada Chapter VI came down from Vancouver to attend the meeting and become acquainted with officers and members - all delighted to meet this hard working executive of our initial Canadian Chapter. Member Joe Bell (762) took some fine color shots of the meeting but unfortunately we are unable to handle the color shops in our printing process. One of the pix taken was of members holding a long banner which read ... "GET WELL FRANK GEISEL" (Thanks to KPH'ers).

**MARCH 26 1971 - VANCOUVER B.C.**

A lively meeting was held by the Western Canada Chapter (VI) at the George Cafe in West Vancouver in late March, as reported by A. W. Filtness, Chapter Director.

Several members from the Pacific NW Chapter attended the Vancouver meeting. It might be mentioned that members of Chapter VI have held meetings almost monthly and it has become truly ... the "Lets get together Chapter" of the Society, as mentioned by Canadian Director, Jim Kitchin. Nb Gary Whittaker is Chairman of the Membership Committee and Les Hamner is Chief Operator. A very enjoyable basket picnic was held Aug. 15 1970 at White Cliff Park near Vancouver which was well attended. Another sizeable meeting occurred on Dec. 30th 1970 in Vancouver.

**VANCOUVER ISLAND CHAPTER - XVI**

The "Island" Chapter was formed on Dec. 6 1970 and have been holding frequent meetings through the winter and spring. Regretfully, Director Percy C. Pike (603) died on June 13 1971 from a heart attack - relative a young man of 51. He was, as Al Filtness reports ... the "friendly type" liked by all. He will be missed.

Lawrence Rossiter is the Secretary-Treasurer of the Island Chapter and will carry on. Many of the members of this rather unique chapter live in ("follow the gulls to") Victoria - the beautiful retirement city of Canadian British Columbia.

**FUTURE CHAPTERS**

Vice President Frank Atlee, Chapters and Area Director "Pete Fernandez" have been working on the formation of a chapter in Florida and the S.E. USA. A great deal of interest has been shown and it is believed that formal action will come in a short time.

There has also been a bit of spade work done in the formation of a chapter in the New York megapolis area. Area Director Ed. Raser and Low Clement have been giving the matter considerable attention.



**PICNIC**

**AUG. 28 1971**

**GOLDEN GATE CHAPTER**

The Summer picnic scheduled by the Golden Gate Chapter I SHOULD BE AN OUTSTANDING EVENT FOR 1971.

It will be held on Saturday, August 28 1971 in the wine-country at the ROBERT MONDAVI WINERY which is located only 3/4 mile North of OAKVILLE or 13 miles North of NAPA, CALIF., on Highway 29. Ground fees are \$1.00 per person and this includes tables, covers, glasses and 1 bottle of wine for each 3 people attending. We have confirmed reservations for this date (hard to secure due to demand of other organizations for such space). The facility is near brand new, covered and in Spanish architecture.

Arrangements are being made for a CHAPTER BUS from Greyhound starting at Redwood City, with perhaps pick-ups en route if sufficient number of members apply. The round-trip bus fare is \$5.75 per person. Capacity of bus 34 people. It may be a second bus might be needed, pending response from members. Mail checks for reservation (bus fares only) to E.K. Cady, 2530 Redwood City, Calif. 94061. Reservations for bus transportation will be made in order received. If sufficient response is not received, order for bus will be cancelled and fares returned.

This is an IMPORTANT DATE on our calendar so mark it up so it will not be overlooked.

EVENT	ANNUAL PICNIC REUNION
PLACE	ROBERT MONDAVI WINERY, OAKVILLE
COST	\$1.00 PER PERSON
TIME	11:00 AM to 3 or 4 PM.

Included at no extra cost is an escorted tour through the Winery - one of the most modern in the wine country. It is a day you will enjoy - no fuss, no programs, just a happy day to enjoy with old friends. So come you all.

**FINANCIAL STATEMENT 1970**

**SUMMARY OF RECEIPTS AND EXPENDITURES FOR YEAR 1970.**

<u>RECEIPTS:</u>	Initiation fees and dues	\$2802.95
<u>EXPENDITURES:</u>	1970	\$3321.96
	Printing	1249.60
	Postage	558.73
	Office supplies	456.22
	Equipment	264.09
	Meeting Exp.	34.52
	Tech. & Reference	68.65
	Pub. expenses of WP & POC	362.92
	Misc.	327.23
	On hand Dec. 31 1969	1406.93
	On hand Dec. 31 1970	884.92

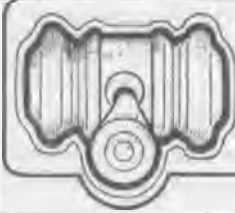


This is to certify that I have checked all records of the Society of Wireless Pioneers for the calendar year 1970. I find this to be a true and correct copy of fiscal records as furnished me.

/s/ Wm E. Clyne, Treasurer (\*)

Mr. Clyne died June 5 1971. His place will be filled by Mr. Lorin G. DeMerritt (#100-V) whose nomination by the nominations committee has been approved by the Directors. Mr. De Merritt will hold office for the unexpired term of Mr. Clyne and then qualified for re-election.

It might be noted that the Society's books will be checked quarterly by the Santa Rosa Bookkeeping Service to insure all records are properly maintained and in good order.



# STAFF REPORTS



## PRESIDENT GEISEL RESIGNS DOCTOR'S ORDERS

Officers and members of the Society were truly shocked in late April (following the meeting in Long Beach which he attended) when our highly respected and much beloved hard working President was rushed to the hospital for emergency operation and treatment.

His struggle has been a long one but we are happy to report that he has returned home (June 29th) after nearly two months, and his convalescence is coming along satisfactorily.

We were hopeful that Frank could, in due time return to his post as President, but upon Doctor's orders, he found it necessary to relinquish his position - a step which he found it very difficult to take.

Since there was no alternative, Senior Vice President Eben K. Cady - who has taken a very active interest in Society affairs, was elevated by members attending the business meeting at Cotati to position of President. We are sure that Cady will prove a wise choice and we know he will have the backing of all members to the fullest. We pledge our support, without reservation.

### Note of Thanks

During the recent months that Frank Geisel has been confined to the hospital, many letters, cards, etc., have been mailed. Frank would like to acknowledge each one of them individually and with a personal note of thanks, however it will be some time before he is able to take on this burden.

Meanwhile, he wishes to express to all members, his deep appreciation and note of thanks for your concern, interest and kindness during this trying period. During the interim, until he can start writing - a very sincere "Thank You".

## FROM OUR NEW PRESIDENT

As my tenure as President has been of short duration, so likewise my 'MSG' shall be limited.

I believe this edition of the YEAR BOOK should belong to Frank Geisel, who was President and was active in all the achievements of the Society which you will read about in this book. Also you have read his 'MSG' and not much more can be said.

Without Frank and Bill Breniman, it is doubtful that we would ever have a

(up)

SOCIETY OF WIRELESS PIONEERS. They have given to this Society most of their retirement hours and I know that we all feel very grateful to them.

Although we miss Frank as an officer of the Society, still if the enforced vacation will hasten him back to health and happiness, all of us will rejoice with him.

While you are reading this wonderful little book, I'm sure you will realize what an extraordinary Society this is. As of now 854 Wireless Pioneers can locate many shipmates with whom they were cooped up in a little shack, eating static, sweating in the tropics, freezing in the Arctic; then signing off, each going his own way, never hearing from nor meeting again. Well, just look down that roster and directory. If he isn't there, 'tis possible the Commander-in-Chief has called him in, or he is hiding out somewhere and we will eventually get him.

My best '73' to you all. (...-.-) SK -30-

EB

## Business Meeting "LOG" By Sec. Al. Fox

Following are the "Highlights" from the Narrative "Log" kept by Secretary Al Fox - Business meeting Cotati, May 22 1971.

Meeting called to order 2.20PM after social hour and luncheon at the Green Mill by Senior V.P. Eb Cady who called for reading of last year's meeting. Secretary suggested "minutes" be placed in "News-Letter" for all to read in lieu lengthy reading. M/S unanimously agreed. (It will be furnished in coming Newsletter). Meeting turned over to Executive Director W.A. "Bill" Breniman, who reported on following w/action taken.

- 1) Letter from Pres. Frank Geisel, submitting resignation due ill health. Discussion on replacement. Mr. E.K. Cady elected by acclamation.
- 2) Secretary requested that any members knowing of member's death, please send details to him so appropriate sympathy letter can be sent.
- 3) Ballot regarding proposed change in C&BL - tally as follows:
 

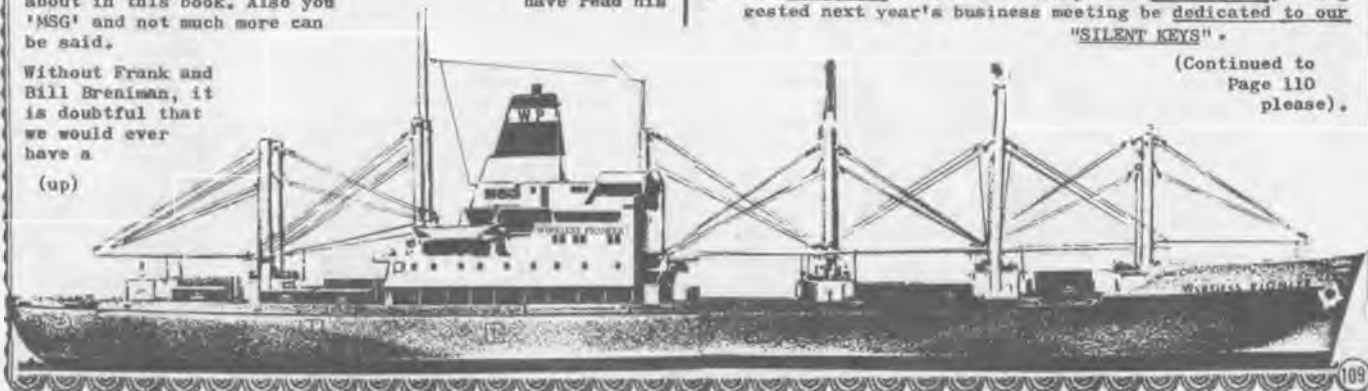
TENURE OF OFFICE	YES 230	NEG. 1
BANK CHECK SIGNATURES (PROP)	234	1
Mutilated or unmarked	- 3	

 (Note: Ballots are a matter of record. Anyone desiring to view them may so do. Check with Sec. Al Fox.)
- 4) Report made on NEW VANCOUVER ISLAND CHAPTER. Director is Percy Pike (Deceased June 13 1971), Lawrence Rossiter Sec/Treas.
- 5) A.W. "Bill" Filtness, Director Western Canada Chapter VI introduced. (Welcomed to meeting).
- 6) Mr. Cady took over. Mr. Holgerson given floor to eulogize Frank Geisel for work for Society.
- 7) Call placed for volunteers to replace Sr. V.P. Cady. No volunteers. Butler Osborne nominated Glyde Preble who was elected unanimously by those present.

### NEW BUSINESS

- 1) Mr. Holgerson noted that (today) was Maritime day - suggested next year's business meeting be dedicated to our "SILENT KEYS".

(Continued to Page 110 please).





## SOWP PUBLICATIONS

**EDITOR** (The Ancient Mariner) is the first to admit that the 1971 YEAR BOOK is long overdue! **SORRY** for the delay but it just couldn't be helped.

We are sure that most of our members realize that all work related to the Society and its publications, and other activities is **VOLUNTEERED**. **THERE ARE NO PAID EMPLOYEES**. Several officers have devoted much, if not **ALL** of their time to work incident to recruitment, recording, the administrative handling of Society business in our rapidly growing organization.

There is an endless amount of routine work involved - much of it of routine nature such as collating of copy, addressing, processing of membership cards, wall certificates, issuing of membership stationery, tabulating of amateur calls of SOWP members, etc. etc.

The point we are trying to get across is that we are **NOT A COMMERCIAL ORGANIZATION** - with revenue from advertising or income to support a highly paid staff. With low dues (and that is the way we hope to keep it), it is incumbent to husband our funds and to squeeze the most out for our fellow members. This we have tried to do and we think we have been quite successful. With a substantial volume of correspondence and with limited manpower, there are bound to be delays in answering your letters as there are often pressing projects requiring most of our time. We are sure many of our members realize this situation and are willing to be patient in their expectations and demands.

This is true also of the Society's **YEAR BOOK** and other publications. The **YEAR BOOK** is much later than scheduled. We hope to issue a **NEWSLETTER** in the fall and **PORTS O' CALL** by



BOOK OF THE "WIRELESS PIONEER"

"FORGOT TO DISCONNECT THE ANTENNA SWITCH WHILE PRACTICING DISTRESS MESSAGES - LIKE **SOB** - AND STUFF!"

this coming Spring (now partially completed) We also hope to bring members a **NEWSLETTER** at least twice yearly which will bring you a publication each quarter. The **NEWSLETTER** will be a brief, unadorned summary of what members are doing in capsule form so to speak.

To those who have ordered advance copies of **PORTS O' CALL**, should you desire, we will substitute copies of the 1971 **YEAR BOOK**. Otherwise your orders will be kept on file and POC will go forward when issued.

We have been able to make some shift in work-load distribution among officials of SOWP, which we hope will streamline our operations and give us greater efficiency. This will take place after the **YEAR BOOK** is in the mail. Some activities have been held in abeyance such as the processing of **WALL CERTIFICATES** for new members. Priority will be given to members whose **Serial follow #780** for their wall certificates. Likewise the **AMATEUR WALL CERTIFICATES** which will be furnished members who have an amateur call, without cost will be processed and mailed with the next **NEWSLETTER PUBLISHED**. Incidentally, the coming newsletter will be larger than the ones which will follow as it will contain the news and data in response to "Call for News" made some time ago.

While we have mentioned some of our "deficiencies" in the foregoing, we certainly do not want to accentuate the negative but conversely - the **POSITIVE!** For Example: Compare this **YEAR BOOK** with any other publication in our field. I think you will find the volume of material far exceeds that of others. **SECONDLY**. We have had over **SIX HUNDRED** members and guests attend meetings that the Society has sponsored so far this year. We think this is a good record. **THIRD**: Cost of sustaining-dues is still only **FIVE DOLLARS** per year while many now ask from \$6 to \$12.00 dues. **FOURTH**: Our **CW NET PROGRAM** is expanding rapidly. We are making every effort to give you good stewardship by holding the line ... maximum effect for minimum dues... and we could go on. Glad to report that most members seem to sense our problems and limitations and have been very generous in backing us with their loyal support. This is the kind and type of remuneration that money can't buy. It is the outgoing enthusiasm of good fellowship of members that make the Society so worth while as viewed from topside. Well worth thinking about.

## COTATI "HIGHLIGHTS" CONT.

- Mr. Breniman called for volunteers for clerical work. (still open for those who care to participate).

### NEWS ITEMS OF GENERAL INTEREST.

- 836 members in Society. 2) Officers for GOLDEN GATE CHAPTER (I) elected: Al Holgerson (Director), Bill Hart (Sec. Treas.), Butler Osborne (Programs Director). 4) SOWP Emblems ready for mailing about July 1st (Now in mail to all who responded to recent questionnaire) 5) Society banner used at business meeting first time. 6) Gilson V. Willets (Society Historian) gave report on his file of historical and biographical information. Anyone desiring info on whereabouts of old shipmates, etc. contact #22-SGP. 7) Treasurers report given and will be included in YEAR BOOK (See P-108). 8) SOWP CW NET described by C/O. Robert Shrader - for details call Bob W6HNB. 9) Storage of Society records becoming a problem due lack of space at home of Executive Director. Discussion of possible space in Santa Rosa area. Meeting adjourned at 3.30PM

s/ A. C. Fox, Secretary.

### HAMFEST IN "BEAUTIFUL" DOWNTOWN BURBANK.

The Society's "Ready-willing- and able" **John N. Elwood**, Chairman of the Society's Membership Committee manned a booth at the **LESC AMATEUR RADIO CLUB'S BURBANK HAMFEST**, May 13 1971. John met a lot of fine amateurs attending - many potential members for the SOWP. The **HAMFEST**, by the way, honored our good member, **Raymond E. Meyers #89-SGP**.



# SOWP BULLETINS

## CERTIFICATE OF SKILL

(Add to listing, Pages 14/15)

### BERNARD A LINDEN - 400SGP

July 3 1912, R.Y. Cadmus, U.S. Wireless Ship Inspector.

### ROBERT E. DALE -497SGP

July 5 1911, J.A. Davis U.S.N. New Orleans, La.

### CHARLES HENRY GRASSER

Apr. 29 1912, Philadelphia Navy Yard Robert Wallace, Lt. USN.

## SOLICITING OF MEMBERS

We have been informed that on one or two occasions, solicitations was made of our members (some using SOWP Member stationery). This is to advise and caution all members that the Society **does NOT APPROVE** or condone such solicitation **FOR ANY reason**. Our membership stationery is not sold for this purpose. Please report any such type solicitation to us for information and further action.

## WALL CERTIFICATES - AMATEUR STATIONS

Reference Page 5 on subject. Certificates will be mailed all members with NEWSLETTER. There will be no charge. Be sure your call is correctly listed (check call list - pink sheets this publication)

BOOK OF THE "WIRELESS PIONEER"



"DO YOU MEAN THAT, BY PUSHING THE RIGHT BUTTONS, YOU COULD PLUG ME INTO NORTH OVERSHOO, WISCONSIN?"



## SELL YOUR YEAR BOOK ?

We feel reasonably sure that most members will wish to keep their 1971 YEARBOOKS. However, it is likely, with new members joining, that with our current press run we will be unable to supply those joining later with this publication, hence if you do not keep publications around and wish to dispose of it, we could probably "buy it back". This is not a firm offer at the moment - but we would like a list of those who will be willing to dispose of their copies once they have read them. The price offered will be \$2.00 each and we will furnish prepaid envelope for mailing. Reimbursement via check or credit to your account for dues in 1972 if now paid up.

## PARTICIPATION IN SOCIETY AFFAIRS

REFERENCE IS MADE TO BULLETIN ON THIS SUBJECT ON PAGE 5.

The cards mentioned will be furnished with NEWSLETTER when mailed this Fall. Meanwhile if you care to help, use 3x5 cards, following format suggested. Thank you.

## NON-MEMBER "PUBLIC RELATIONS" DEPT.

THANKS to our good friend PAUL COLBY W4JVA (non-member of SOWP) for giving us so much publicity on his radio nets. He is C/O of the FAA net and through his efforts, a number of new members have joined the Society. Paul is now listed as one of our POP associates. Thanks Paul for the fine promotional work in spreading the word about the Society.

## SOCIETY EMBLEMS ( TACKETTES )

Please disregard the June 20th date mentioned on Page 4 of this book. The Tackettes have been mailed to all who have responded to Society's letter of June 22nd requesting directions. The exact cost of the pins (to us) is \$5.594 which includes cost of mailing and insurance.

## DO YOU WANT A SOCIETY PIN ?

The first hundred pins ordered were pre-sold, except for about a half dozen pins. **ORDERS WILL BE TAKEN** for additional pins - however since the minimum quantity to order is 100, it may take several months, hence if you wish to order, do so - to be on record. Then when we reach the 100 mark we will notify you to send check covering - \$5.60 each prepaid and insured. The pins are of **STERLING SILVER** - very unique and striking in appearance.

**PLEASE DO NOT SEND CHECK WITH ORDER** unless you wish it to be held until the minimum quantity is reached which may result in your check being outstanding for some time.

## HAROLD J. BURROP - 99P

It is reported that Harold is in critical condition in Rochester, Minn. and not expected to survive (terminal cancer). Harold was one of the very early "Great Lake" operators, later in the Navy - US POST OFFICE Air Mail Radio - then CAA/FAA until retirement. He is a credit to the profession and a real gentleman. We all say a silent Prayer for him.



"I KNOW IT SOUNDS RIDICULOUS - JUST TELL THE DOCTOR I HAD AN ARGUMENT WITH THE CHIEF OPERATOR AND NOW I NEED SOME TEETH EXTRACTED."



In *Memoriam*



WILIGHT and evening star  
And one clear call for me  
And may I meet my Pilot  
Face to Face  
When I have crossed the bar.

Tennyson

*May We Always Remember Them*

**MORENUS, CHARLES M. "CHARLIE" 30-P K4RX**

June 24 1970 due cancer. Surgery May 28th. Funeral at Ocala, Fla. June 27th. One of Society's charter member PS: SS Spokane/WGE 1916. SOS from SS Santa Cristina 1919. Instructor at Executive Directors "Los Angeles Radio Institute 1923, Station KSE, City of L.A. and City of Honolulu many years. Outstanding operator. Many years with CAA/FAA after NM. Retired to Hernando Florida after retiring from FAA at New Orleans. Survived by wife Marie, (Toni) who has now moved back to Louisiana area. Reported by Member, Len Ballard.

**DeTURCK, EUGENE B. "Gene" 327-V WGYC & W7FH**

March 25 1970 - Cancer. Wife Ella reported Gene had surgery Nov. 12 1969 for malignant tumor of colon but seemed to recover. Unfortunately malignancy spread to other organs in body. Eugene was native of Pa. His first ship the SS DORCHESTER/KGKG 1929. He was on the SS VINCENT/KIJC abandoned 1941 due Japanese capture. He has furnished the Society a very interesting story on his experience which will be published in the coming POC. Interment at Cypress Lawn Memorial Park, S.F. Gene held assignments on 29 ships during his wireless career. After retirement from the sea, he worked for Post Office. Brother "Gene" will be missed by many of his old friends.

**BAER, REGINALD W. "REG" 339-SGP**

July 7 1970 - Hepatitis. Reported by Ed, Harriner. Initial operation on arteries seemed successful but Reg contracted hepatitis from some bad blood donated (apparently). Reg was an old "buddie" of Member Bill Eric. First Ship 1913 SS ST. HELENS. NM 1913/1920 then left sea, returning in 1945. Sent SOS from SS Alice F. Palmer in 1945 (Pipped 400 miles South of Madagascar and after 16 days at sea with various kinds of weather made the village of Morombe on West Coast of Madagascar. It took 9 months to complete this voyage). A few of the ships Reg served aboard include the SS/a. President and Congress, Northern Pacific, San Jose, Venezuela (Maiden Voyage to Orient) Geo. W. Elder to New Orleans, Millinocket, Roanoke, Rose City, Beaver, Celilo, Richmond etc. Reg. attended several meetings both in Long Beach and Walnut Creek. Survived by wife Alpha. Reg lived in San Diego when he died.

**POHL, MAXWELL A. "AL" 320-P**

June 11 1970 - Cause unknown. Passed away in the Cooley Memorial Hospital, Brigham City, Utah. "Al's" first ship was the SS Redlands in 1919. He also served on the SS MAUI in 1919 then EOD in the U.S. AIR MAIL Service for the Post Office Dept. 1920 with service at Cleveland Ohio 1920/23. He rejoined the CAA/FAA in 1935 at La Grande Oregon. Chief at Locomotive Springs

1936/43 at which time he resigned. Survived by wife Marie.

**POTTER, CARLOS L. 272-P**

Aug. 17, 1970. Cause unknown. Gerry Travis (217-SGP) lifelong friend reported Carlos passed away in his sleep according to note Aug. 18th 1970. Carlos lived in North Cambridge, Mass. Survived by sister Maretta. Carlos graduated from Mass. Radio Institute in 1921 and his first ship was the SS SEACOMNET 1922. Other assignments include the SS/a. North Land, Gov. Dingley, Mist, Robt. E. Lee, Geo. Washington, Saturn, Harvard, Spray, Holly Cross, Fordham, Patrick J. O'Hara, Illinois & Delaware to 1937. In March 1965 Carlos lost a leg due to blood clot and had medical attention in Nova Scotia where he was residing at the time. Carlos finally retired in 1965 due to loss of his leg. He had a long and distinguished career in his chosen profession.

**ALFONSE, WALTER "WALT" 161-SGP (CHARTER MEMBER) W7RH**

Aug. 29, 1970. Death due to Gastro-intestinal bleeding. Died at Veterans Hospital Portland. Members John A. Peel and Ed Lamb of Chapter V attended funeral on Sept. 2 1970. Survived by wife Ethel. "Walt" PS: SS Senator WGS 1919 (He was previously in the Navy at NPG). He was an early "amateur" radio operator with station "NK" in 1910 on 300 and 400 meters. In late years he was with Lou Johnson Co., Inc., of Portland as sales rep. and in the Industrial Electronics Division, retiring in 1965. Some of our old timers will remember him as "Nick".

**BARTON, SYDNEY "SYD" 316-P (CDR. U.S.N. RET.)**

Sept. 14 1970. Cause unknown. Reported by Dick Johnstone. Syd lived in Palo Alto. PS: SS Ontario - 1915. Others include SS/a. Geo. E. Paddisford, Sun, Columbia, Newport, City of Para, Peru. In 1920 (construction) at Palo Alto, KFS and various. 1921/38 KOK Clearwater, 1938 1942 KFS & various, 1942-45 USN Base Treasure Island, 1945-60 KFS and various. Ret. Jan. 1 1960. ( Syd was Engineer in Charge of MRT/ITT Palo Alto and Lobitos, Halfmoon Bay 1945-60. He was past President APCEA, S.F. Chapter.

**CUNNINGHAM, CHARLES I. "CHUCK" 625-P W5HQ**

Nov. 7 1970 - Lung Cancer. (also had diabetes and bad heart) so unable operate on him and had to substitute cobalt treatments. Reported by old shipmate (in twenties, Pete Fernandez) who used to keep aloft with him. PS: 1923 Balboa - NBA. Was also on SS/a USS Tulsa, Cuba Parisina (TET) Radio Tampa - WPD and 1929 with PAN AM also radio officer aboard Air Ferries to Allies WW-2 during this time worked mostly out of Miami. Also with Capt. Conrad Eberlin in training and installation of electronic facilities Seventh Nav. Dist to 1948 when he returned to Charleston S. C. From 1950 through Korean War he was stationkeeper and instructor at about every Sta. throughout the District. Retired in May 1961 from the USN. Has had ill health for many years since. Chuck resided in Magnolia Springs, Alabama at time of death.

**BURNES, JAMES F. "JIM" 156-P W3KDU**

Nov. 24 1970 - Cancer. Reported by Ed. G. Raser who received info from W3CJN of Baltimore (Home of Jim and wife June). Ed knew Jim for many years and says he was a "top" code man. PS: Station WCD Camp Devens, Mass. then WYB, WYA, WYC, USS Cassia/NIX, NAD Boston, WST New London, Conn. (EWT). Jim's first call was IARF/1916. Handled SOS from SS Robert Adair in Jan. 1925. Was with Third Cavalry (all "horse" outfit. Also in 1923 served as radio control for air service bombing on the battle ships New Jersey and Virginia using MCW from the airship D-3. During mission, broke world's record for over water transmission from aircraft 1400 miles. (etc).

**TROSPER, GILBERT A. "GIB" 466-P**

Feb. 6 1971 (Long illness - probably cancer). Survived by wife Ramona who reported Gib's passing. REGRETFULLY Gib and wife were preparing to leave for the SOCIETY'S meeting at San Mateo when Gib was stricken. Gib was a native of Glasgow Scotland. PS: 1921 - SS COLUSA/WIN, also 1919 USS ANIWA USN. 1920 USS Kennison, 1918 - KPH KET also worked in shop at 274 Brannon St., S.F. for RMCA. He was with Globe Wireless for some 30 years. Interment at Pleasant View Cemetery, Wilsonville, Ore. It might be noted that Gil assisted Dick Johnstone in installing the first "wireless telephone" set on the SS Matsonia (ST-3608) in 1922.

**MEISTER, GEORGE 445-P WA7BYR**

March 2, 1971. Massive Stroke. George was sponsored by John A. Peel who lives in Portland Oregon, where (TURN TO PAGE 114 PLEASE)

## In Memoriam

GRAY, GEORGE J. "JACK" 447-P WSJWV

May 1, 1900 - Aug. 1, 1970

Jack Gray was to his countless friends the authoritative fountain-head of wireless from the early days continuously to the present. He wrote his own memorial in many ways, first of which was in accumulating over many years invaluable pieces of wireless gear which became the Gray History of Wireless Museum at his home in Mason, Ohio. He was selected by the Antique Wireless Association to receive its Historian of the Year Award at the annual meeting in October for his stature gained in this field. Other monumental works that will insure the perpetuity of his memory was the research, compilation, and writing of the "Grebe Story" and "The Crossley Story", and the preparation and publication of a reference book "Bits of Wireless History from

Gray History of Wireless Museum" which presented a photograph and description of many of the items in his museum. He will be remembered by other than wireless pioneers for his slide show presentations of "The Crossley Story" at other than radio gatherings.

Jack was distinguished in another field which was service to others. He held the Silver Beaver Award in the Boy Scouts of which he was a Scout Master for many years while his wife Ruth a leader in the Girl Scouts. He was faithful to his church and community in many ways. He was a loyal friend, always ready and happy to share his acquisitions with anyone interested, and willing to lend his help wherever needed.

All who knew Jack were influenced by his infectious love of life and the every cheery way he displayed it. No one ever thought there would be a time when he was not with us, for he was a builder, never satisfied with less than perfection. Since he built so well it should be easy for those who will continue his work. May he now receive the rich reward of "Well Done" from our Heavenly Father who does all things well.

Andrew L. Shafer

CHURCHILL, THOMAS A. 377-SGP

Thomas A. Churchill, Jr., 78, born in Kalispell Montana 1892, passed away March 11 1970 at age of 78. He had been confined with a heart condition in the hospital for three weeks. His condition had improved to permit him to return home for a few weeks, followed by a fatal attack. He is survived by his daughter Beverly Churchill. "Tom" was an early pioneer with DWT in 1909 at Station "K" San Diego and Stations "A" and "G" at L.A. and Avalon, before establishment of "PJ" and "PI" calls.

He was Chief on WWN SS Manchuria, Pacific Mail Line when she was sent to New York in Dec. 1915. The Manchuria was scheduled to make the crossing to England with general cargo, mostly food-stuff, no contraband.

When the U.S. went to war with Germany and the Triple-Entente on April. 7 1917, Tom Churchill joined the Navy and became Instructor at the San Diego Naval Radio School. His next assignment was at HB (Hobart Bldg., in San Francisco) with the Federal Telegraph Co. The Officer in Charge

was the late A. Y. Tuel, Lt. Jg. USNR. Tom was one of eight Chief Electricians (Radio) at that station. During the years following WW-1, Churchill was an instructor at the Los Angeles YMCA Radio School. He later entered the Real Estate business and maintained a large pretentious home at 215 So. Wilton Place, L.A.

It was my privilege to read a number of Tom's letters to his parents in Montana during his assignment on WWN. He had a knack of a War Correspondent. His report of arriving in Shanghai Sept. '15 and later reports rounding Cape Horn QRD NYC, were classic. We have lost a great friend and an operator who is a legend.

Tom's wife preceded him by six months. Information was graciously furnished by Tom's daughter Beverly who is a free lance artist and rehabilitates old portraits. Very charming. Interviewed by myself and Cdr. Sandel A. Hodges, USNR/RET at a recent luncheon.

Harold F. Craig, Lt. USN/RET.

BROCKWAY, JOSEPH EVERETT - "BROCK" 124-P

"Brock", age 70, passed away Jan. 29 1970 at the S. F. Marine Hospital. He suffered a severe heart attack in 1963 on board the Grace Line SS Santa Adela / KHHT which put him on the "beach" until his death. His ashes were scattered over the Deep Blue Sea that he loved.

"BR" was that rare combination of an expert telegrapher and skilled electronic technician. His communications career began in 1916 as SPER Morse telegrapher. Followed by WWI USN Radio service. Subsequently, he served with distinction on 40 Merchant Vessels, including a number of large passenger liners, among which was Matson's (New) S.S. Monterey/KPCN, of which he was Chief R/O for 6 years. He had also sailed on Matson's (old) SS Monterey/WHEX - now SS Lurline/WHEX until sold to Greek interests.

Between ship assignments he served as Traffic Supt. in Manila (held Philippine licenses); 13 years in the U.S. Forestry Service, Station "KPH", Philco technician on 'Dew Line' project and R/C Station KGW.

"Brock" was a fine shipmate and a loyal friend. Highly esteemed professionally and personally. A man of integrity, strong character and uncompromising principles.

Good sailing ON, with no QRV or QRM.

Frank Geisel.

PRATT, HARADEN S. 252-SGP - 1891 - 1969

Haraden Pratt was my friend since 1908, an outstanding engineer and executive. His contributions in Electronics - communications and early aircraft communications and navigation have been numerous and of worldwide importance.

He was born in 1891. His mother and father were telegraphers and met on a private telegraph circuit in the 1880's in San Francisco. Haraden became proficient in the Morse Code through their efforts. His mother was an artist and his father was an organist of note.

San Francisco 'Call' articles stimulated him and he built a receiver in 1905. In 1908 he listened to the wireless telegraph signals from Admiral "Bob Evans" GREAT WHITE FLEET, when visiting San Francisco Bay. He had learned Continental Morse at that time. He also heard voices, for the first time from the de Forest arc-wireless telephone on many of the ships!

Please turn to Page 114.



GEORGE MEISTER - 445-P (CONTINUED)

he is Area representative of Chapter V. George was 70 and lived in Portland Oregon. He leaves wife Johanna. Meister's FS: SS Griffud/KDIL 1924. He also served aboard the Lake Frances, Dorothy Winterhote, Lancaster followed by 4 Luckenbachs (F.J., Katrina, Florence and Lewis); Olympic. George had suffered a stroke several years prior to the one which took him and had to restrict his activities. He furnished the Society several books for its Library.

CLYNE, WILLIAM E. "BILL" 78-P (Charter Member)

June 5 1971 - Heart attack. Tri-City Hospital, Vista, Calif. FS: SS San Pablo/ZTR 1922 (TRT), Then LIMON/KDR Walter Luckenbach, Jacob Luckenbach, Anna E. Morse, Oakridge, Hannawa, Laurel, Wawalona, West Nomentum, Pennsylvania. From 1932-40 Bill was Radio Supervisor for States S.S. Line at Portland. 1940/65 with FCC Portland, S.F., San Pedro, Beaumont, Denver and San Pedro. Retired as Marine Supervisor - Pacific, San Pedro Aug. 1965. Clyne was with the Navy 1920/23 at Great Lakes School, Colon (NAX) and Balboa (NMA)

Clyne was one of the original officers of CHAPTER IV Secretary/Treasurer. At the time of his death he was NATIONAL TREASURER of the Society.

Bill had experienced some trouble last fall but during visit with Executive Director at his home in Vista in late April, Bill indicated he was enjoying very good health with all going well. Wife Agnes survives him.

Bill Clyne was a gifted in many ways. He was never "too busy" to help the organization in any way he could and always willing to put his shoulder to the wheel on anything that needed to be done. We shall miss him indeed. He had a quality of greatness about him that commanded the respect and admiration of a countless number of friends from the field of wireless

FALK, VICTOR H. "VIC" 283-SGP

May 17, 1971 - Stroke. Funeral Services held May 20th in Burlingame, Calif. FS: USS Oregon 1913. Prior to USN, Vic. had been "shanghaied out of S. F." circa 1911. During Navy years he served at NPM, NPU, NPE, then Alaska Packers Egigick, Nushagak, SS Arctic APA, Dolarof, Adm. Cole, American. Retired from SS LURLINE 1965. Fellows at KFS called him the "HEA SERPENT" as he was assigned many years on the SS SEA SERPENT and had trouble makings his "S". Among other experiences he was froze in at the Delta of the McKenzie River near Herschel Island for 9 months. Early days brought him \$161.00 for 23 months (No overtime or union in those days). NPM'er for 4-years. Vic lived in San Mateo, Calif. Survived by wife Bette. Typical comment about Vic from gang at KFS ... "he was a fine feller".

TASKER, JAMES M. "JIM" 570-V W6UN

We received a report through the amateur net that Jim had died in 1971 but do not have details or date. Jim lived in San Carlos, Calif. with wife LaVerne. His first assignment was 1930 on the SS PRESIDENT GRANT/KDUT followed by the Pres. HAYES, Wilson, Polk, Cypress, Calif/KSM, Sherwood Ore, KKB, Edmonds, Washn. KSA 1937/42SKYLINE STATION KTK, SS/s John B. Floyd, Horace Greeley, Santa Maria Hills. During assignment on SS Santa Maria Hills/ANQZ he had occasion to send SOS CALL. Later he was at Skyline station 45/51, Musselrock Station KTK 51/55 and 55/58. Semi retirement 1960 after brain surgery.

PIKE, PERCY C. "PICKLE" 603-PA VE7PP

June 13 1971 - Heart attack. Member Pike was DIRECTOR OF THE "ISLAND" CHAPTER XVI and took a very active part in Society matters in his Chapter. He was only 51 years of age when taken, as reported by A. W. "Bill" Filtness Director of the West Canada Chapter. Funeral was held June 17th in Victoria B. C. which was his home. Survived by wife Mabel. Bill Filtness says that Pike was indeed the personification of friendliness and real enthusiastic about the Society and its members. FS: William J. Stewart/CGFQ - 1941. Served at a number DOT stations including VAI, VAH, VAG and VAK, followed by many years MM. 1968 to present, Dept N.D. Amateur Station VE7ADL 1939 and VE7AHT 1965. We will miss Percy Pike.

BURHOP, HAROLD J. 99-P (CHARTER MEMBER) W4ZL & W8ZL

July 2 1971 at Rochester Minn. Cancer. FS: 1916 - SS Octorara/WCD on Great Lakes. Much experience on the Lakes (See article PORTS O' CALL, Page 11 & 12 1968/69)

edition. Other assignments included SS Nevada, Station WMX Manistique Mich. NAJ Great Lakes, SS Gopher NGK, Detroit WOK, Manitowec, Wic. NTY, Stations NAA/NSS 1921/23, CAA/FAA Station WWX 1923. He was one of the AIR MAIL PIONEERS assigned Iowa City, Bellefonte and LaCrosse Wisc (WSG) as Chief 1929/40. Thereafter in Regional Offices of the CAA. Ye Ed and Harold were associated in their work for four years at Chicago in the Communications Branch, Region III where Harold was Chief of the Mobile (Radio) Section in Ye Eds Branch.

I have worked with many men through a lifetime ( in the CAA we had a staff of about 4600 operators and I knew most of them.) Burhop was near tops in loyalty, know-how, dependability and in being an all around gentleman. After retirement circa 1960, Harold and wife Inez bought an Airstream trailer which they pulled over 180,000 miles which included 8 caravan tours to Mexico plus one to Central America and the Panama Canal. He was signed up for a 6 month's caravan of 17 European countries in 1971 but had to drop it for check up at Mayo Clinic.

This resulted in periodic treatment (cobalt) at Mayo which did not seem to help. The last few winters were mostly spent at Stuart Florida (where close friend Stark Totman lives) and summers spent at Dafter Michgan normally (near the Soo). Hal carried his Collins KVM-2 with him in his Airstream and was very active on the amateur bands which he enjoyed very much.

Sad news reported by Stark Totman and Paul Colby over the FAA NET.

HARADEN PRATT (CONTINUED) Reported by Lewis M. Clement K3AA

He was a member of the "Bay Counties Wireless Telegraph Association" organized in 1907 and held a station license! and was later President.

As a thesis, Haraden with four of his classmates built the 5-KW transmitter/receiver using an original deForest audio as an amplifier. Wave meters components etc. for the radio laboratory. This station was later assigned the call 6XB. Using a long antenna, signals were consistently received from the East Coast (Arlington "NAA") and the South Pacific Islands of Yap and Navru 6100 and 5100 miles away.

The Arlington special time signals which were being used to determine the longitude difference between Paris and Washington were transmitted to the Astronomical Observatory (Prof. Leuschner). The Observatory determined the longitude of Berkeley Observatory accurately. He graduated from High School in Dec. 1909 and until Sept. 1910 when college opened, L. A. Malarin of United Wireless and later Marconi, appointed him to many ship and shore stations as a wireless operator. These included the SS RIVERSIDE, SS FALCON, SS PECTAN to mention a few ships and the "PH" and KPH shore station at San Francisco.

He took an examination at the U.S. Navy Yard, Mare Island and obtained a "Certificate of Proficiency" in June 1911 and first grade commercial license in 1912 when R.Y. Cadmus was Radio Inspector.

After graduation from the University of California in 1914 he had many important assignments, among which the following should be mentioned:

1914-1915

Engineer at the 300 KW Spark Marconi Station, Bolinas -KET

1915-1919

He was "Expert Radio Aid", Mare Island Navy Yard, and later had charge of construction and installation of high-power Navy Stations world wide. This included the 1000KW ARC station "Lafayette" France and the 200 KW Alexanderson Alternators at New Brunswick, N.J.

1920-1922

As Chief Engineer, Federal Tel. Co., Palo Alto. Among other contributions he suggested, designed and built the Federal Tel. Arc. Stations which replaced the leased wires to continue the lucrative federal leased service. The Telephone Co., had cancelled the wire circuits leased to Federal.

1922

Haraden Pratt went into business in Mexico and later built the Communications and radio aids for Western Air Express who operated the First Air Mail Route, Salt Lake to L.A. (Claim needs clarification).

1927

He was put in charge of Radio aids developments at the Bureau of Standards, Washington D.C. (Continued P-115)

## Henry W. Dickow

1897.....1971

The beauty of this day has passed,  
For each cycle, they never last,  
Whether it gives us sunshine, rain, sleet or snow,  
We mortals like the day, will also have to go.

Lee O. Fassett

HENRY W. DICKOW was a very unusual person. He was one of the most outstanding Entrepreneurs of the Wireless and Radio. If any surpassed him in fame, it was probably only by the legendary Hugs Gernsback (1884-1967) who might be called the "Father of the Experimenters".

He closed his key for the last time and signed off at 1:00 PM APRIL 17 1971 in the Veterans Hospital, Palo Alto, Calif., where our Creator called him to peace after two years of intensive suffering and pain. He is survived by two sons, Henry W. Jr., of Hillsborough and Robert L., of San Carlos, also a daughter Margaret Anderson of Oakland, also wife Betty who did everything possible for him through his long illness.

When Bill Brennan mentioned his plan for a Society of Pioneer Wireless men, Henry Dickow endorsed it with unmitigated enthusiasm. He is Member No. 3(SGP) in the Society and No. 1 HONORARY MEMBER. While "Dick" was too busy at first (working on his proposed book - 'TALES OF THE WIRELESS PIONEERS' on which he spent nearly three years) and later too ill, he did generate a considerable volume of correspondence relative to our plans and the program. Later, when it became apparent that he might not survive his illness, he made an outright gift of the three years of work and research he had put in on his proposed book. The result is that the Society's Executive Director probably has one of the most outstanding libraries of memorabilia on the early days of the wireless and radio in existence. We have such to thank him for.

Henry's early home was on Eddy Street (between Jones and Leavenworth) in S.F. It was destroyed by the quake of 1906 one year before the S.F. Quake, Dickow bought a small printing press (Christmas 1905). When it was apparent that the fire might burn their home, he buried his printing set but it was damaged beyond repair - all type had fused into a solid mass.

Early amateur call (self assigned) was "DO" in 1907. With Lee Grogan (118-SGP) Henry helped build the city's first sets which greeted President Theodore Roosevelt's GREAT WHITE FLEET when it sailed into the Bay in 1908. Dickow's first assignment as radio operator was aboard the SS FIFIELD/WHE in 1913. He was called upon to send the S-O-S signal from the SS PECTANE in 1914 when she went aground in Santa Barbara Channel.

After a couple of years at sea and with the growing interest in wireless/radio, Henry felt the time was opportune to start a magazine on the subject. Hence, on Dec. 15, 1916 the FIRST EDITION of "PACIFIC RADIO NEWS" was issued. It was 48 pages and cover. Among those associated with Dickow in the venture were Paul Fenner (43-SGP) Business Manager; Lee O. Fassett (37-SGP) Ass't. Manager; D. B. McGown, Ass't Editor, Ed. Radford sold advertising locally. It is understood that SOWP Member Leslie Grogan (118-SGP) also held an interest in the organization. Henry Dickow was the editor and the first feature article was entitled... "DR. LEE de FOREST VS O.B. MOORHEAD", a 3-page account of Moorhead realtive to controversial legal issues and testimony in which de Forest charged Moorhead with patent infringement of vacuum tube. Press run 2000 copies with 1,000 to wireless operators and 1,000 to news-stands. Price was 5¢ each or \$1.00 per year for 12 issues. After 3 issues war was declared, all radio shut down so the "PACIFIC RADIO NEWS" suspended for the "duration". ED STEVENS (379-SGP) was subscriber No. 1. Vol.1, No. 5 went to press May 1917 and was the last edition published.

Following the war, PACIFIC RADIO NEWS resumed in January 1920 with a "Victory Edition". Paul Fenner became Editor with Dickow Business and Advertising Manager. McGown, Radford and Fassett did not rejoin the venture. Later Paul Fenner traded his half interest in PRN for a complete 5-watt de Forest R/T Transmitter in operation. Price of the new publication was 15 cents. PRN then mushroomed into a Bonanza. Arthur H. Balloran bought half interest. New office was opened in the Pacific Bldg., at 4th and Market. Name of the publication was changed to "RADIO". Nov. 1st 1921 sold like wildfire, 56-pages w/cover with press run 10,000. Inaugural feature story was by HARADEN H. PRATT, Chief Engineer for Federal Telegraph Co. It described the new Federal Station at Palo Alto. "Radio" became the second largest radio publication in the world, second only to Gernsback's RADIO NEWS

First book published by Radio was ... "C.W. MANUAL" by Jennings B. Dow.

First Audifron advertisement in PRN was in Jan. 1917 by Elmer Cunningham. Audifron later became the Cunningham tube. Cunningham later became President of RCA Tube Div.

Mr. Balloran died in 1964. The publication was sold years ago to K.V.R. Lansingh of Los Angeles.

One of the large book orders published as the "RADIO HANDBOOK" with Frank Jones. It was 20,000 copies and was a big seller. Radio later became the magazine "Audio".

During WW-2 Dickow worked for the Government, building radio stations, among them the "Two Rock Station" near Petaluma where he located the site and built a complex of 41 buildings.

Thanks goes to Leslie Grogan, Peter J. Becker, Jr., Richard Johnsons, Lee Fassett, C. J. Casebeer and several others for keeping us informed about Henry Dickow and his passing.

Your Executive Director became acquainted with Henry Dickow about 1920 when he published "THE TRANS-PACIFIC RADIO OPERATORS GUIDE". Dickow graciously furnished cuts for illustrating the booklet (The SS PASTORES) ... the same cut as used on Page 56 of this issue, reprinted after 50 years. During the following five or six years, a periodic column was furnished Dickow for use in "RADIO" including a story on the sinking of the SS TITANIC which took several months of research and one of the first ever published. Since then we have read many "versions" of the sinking.

HENRY W. DICKOW is a man highly honored by the Society - and one who we will always include in our "WIRELESS HALL OF FAME".

73 and 30

## Haraden Pratt - Continued

1928

The IT&T Co., appointed him V.P. and Chief Engineer of the subsidiary Complex RADIO ACTIVITIES and he built up a system of communication all over the world. (Mackay Radio etc.)

1951

He was appointed "Telecommunication Advisor" to the President of the United States. (Hon. Harry S. Truman)

He became a member of the Institute of Radio Engineers & the Institute of Electrical Engineers in 1914 and later a "Fellow" and President of IRE in 1938. He continued as a Director and was made "DIRECTOR EMERITUS" in 1965. He has received many awards including the IRE FOUNDER'S AWARD.

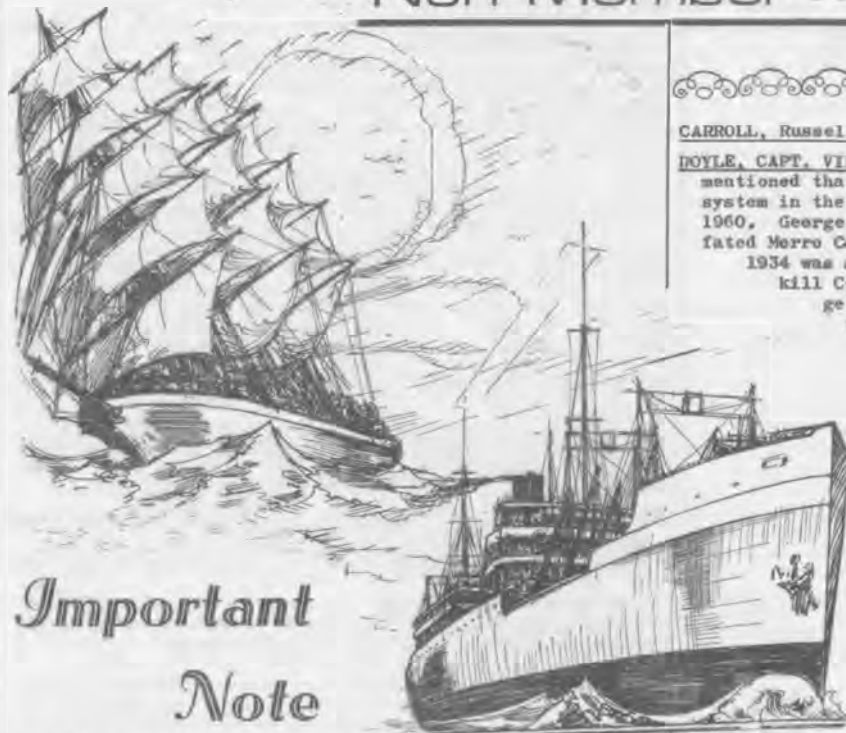
Haraden was my friend for over 60 years and I kept in touch with him. He told me many times about his stepson and grand son and their trips together. I believe nothing I can say would be more appropriate than that expressed in a letter I received from his step-son and daughter, dated 6 Sept. 1969 (Mr and Mrs. John B. Morressey), part quoted as follows:

... "As one of his friends in the neighborhood (Pompano Beach) expressed it, "He lived a total of three lives in one lifetime because of his ability to make every moment count".

Lewis M. Clement K3AA  
(153-SGP)

— GONE BUT NOT FORGOTTEN —

# Non-Member •• "SILENT KEYS"



## Important Note

**W**e Believe that members will appreciate information about those in the profession who have become "silent keys" even though they may not be members of the Society of Wireless Pioneers.

This would include information about individuals who may not have been operators but who have been identified with radio-telegraph and communications over the years.

Should you run across obituaries or news of such nature in newspapers, magazines, house organs, etc., please send it in and we will record and publish.

### WORD OF CAUTION:

Please try to furnish date or if newspaper clipping, date of publication. Exact date and place of death and all other circumstances possible.

The Society was embarrassed after publishing the Roster/Directory 1969, in which we inadvertently listed Mr. Robert K. Pirie, W6GD as among the silent keys. NOT SO!!! He got wind of the listing and wrote to advise he was alive and very healthy! He has since joined the Society and is now member No. 597-V. Please be sure of your FACTS when you send in the information. T.U.

### DEATH OF RELATIVES REPORTED

HANLON, NORMA - Wife of Russell A. Hanlon - Nov. 1970

PYLE, Mrs. Howard - Early June 1971

CANNON, ISABEL - Wife of Clifford H. Sr. Feb. 5 1971

### NON-MEMBERS

GOUGH, Harry, El Cajon, Calif. April 4 1971 (age 76)

LUSEY, ALBERT - 1966 (Rp by RJ)

LIVESAY E. - July 14 1965 Honolulu (RJ)

ROBINSON, GORDON E. W6CN - Feb. 13 1971

DREW, Charlie - Mar. 1 1971 (81 years old) Instructor Radio Inst. of America.

FENIMORE, Robt. W4TY, St. Petersburg, Fla. Early 1971

SERVICE, Charles A. Jr., Sarasota, Fla. Sept. 1968

TRAEER, David S., Naples, Fla. Aug. 1969

KELLOW, James C., Jacksonville, Fla. Oct. 1968

WARE, Paul 78, Miami, Fla. Nov. 23 1971 (Pres. Ware Radio Corps. Operator 1909, Mgr. DuMont Lab 1943/52.)

CLIFFORD, Lee W. W1CF, Plainfield N.J. (by Mike Ennis)

WYMAN, Leroy, About Oct. 17 1970 (Old time ship op.) (EC)

BARROUCLOUGH, Joe - Oct. 1970 (by Bill Filtress)

CARROLL, Russell - Oct. 20 1970

DOYLE, CAPT. VINCENT J. Feb. 9 1971 Bayonne N.J. ( May be mentioned that Capt. Doyle set up the first police-radio system in the U.S.) He retired as Commander of the Div. 1960. George W. Rogers who sent the SOS CALL from the ill fated Morro Castle /KGOV off Ashbury Park, N.J. Sept. 8th 1934 was alleged to have set off a bomb designed to kill Cpt. Doyle so that Rogers, his assistant could get the job. Rogers was sentenced to serve 12 to 20 years but pardoned after 4 years. He later died in Trenton State Prison while serving a life term for murders of a Bayonne Typographical Union official and his daughter. Doyle was at one time Radio Engineer at WOR

DUNLAP, ORRIN JR. 1970. Ship Operator 1917 on SS Octorara, USN at NED during war years. He published 13 books during his life and will probably be remembered for his "Dunlap's Radio Manual" 1924, also Marconi - His life and his Wireless 1937 He was Radio Editor for the N.Y. Times for many years, also VP/Advertising RCA. 73 years of age. Home Great Neck, L.I.

GROSS, GERALD C. May 7 1971. Died at Nursing home in Alexandria Va. (67) He was radio operator in mid-twenties, Grad. Haverford College 1926 B.S. EE. 1928 with FCC and in 1945 to ITU in Berne (later Geneva, Switzerland) as Vice Director, then in 1958 became Secretary General until retirement 1965.

SEVER, HAROLD C. WSPM/W4OT - Died March 2 1965. Reported by wife Edith from Ft. Pierce, Fla.

HOWLAND, DWIGHT E. Erie Pa. Died of heart attack (Harry Lord reported) Aug. 1970

BOWEN, MASON A. (56) San Diego, Calif. Heart Attack - May 6 1970. Served with Adm. Nimitz as Sr. Radio man. In 1938 he survived an explosion aboard the old Pacific Fleet Submarine "Nautilus". In late years Bowen was San Diego County Jury Commissioner.

LOZOTT, BERT K7CA - March 28 1966 (George Meister reported)

ORGERA, GEORGE E. - Killed in auto accident April 26 1970 at Riceboro, Ga. Retired as RE with Columbia. Was also ship operator and made occasional trips after retirement. Reported by Bob. Dale.

BURGESS, EDMUND B. Died June 3 1970 - Lakewood, Fla. Ex ship/shore R.O. Last Manager of Station WOE ( Reported by Joe Ludwig, 422V.)

ISAACS, CHARLES H. San Francisco. April 17 1970, Age 66. Former operator w/RCA. Tfk Supvr NO HU. Yng Dup 1934/69.

COSTIGAN, ARTHUR J. Died Sept. 1 1970 Glen Cove, L.I. 76 years of age. Retired VP in radio-marine Dept. RCA. Began as radio operator in 1912. Retired 1959. Pioneered system to let passengers on ocean liners trade in New York Stock exchange securities.

HODGES, JAMES W. March 20 1971. With RCA from 1936/1966.

HOWLEY, FRANCIS. April 7 1971 Manager "UN" Office for RCA With RCA from 1922 till retirement 1966

DALLASTON, J.E. Oct. 11 1970 Died in Victoria Hosp. Blackpoll. He was Manager of Fleetwood Depot for 10 years Marconi Company.

CANN, G. Sept. 8 1970 Joined Marconi Marine 1929.

WATKINS, WILLIAM H. Jan. 3 1971 (53) Long illness. Watkins was Chief Engineer for FCC for many years with positions as Chief Frequency Allocation and Treaty Div., Deputy Engr prior appointment as Chief Engineer in March 1968. He was a native of Gainesville, Texas.

SPANGENBERG, Leroy (63) Died 4-16-1971 - former V.P. ITT Orange N.J. Former VP & Dir. Mackay R&T Co since 1927. In WW-2 he set up R/T station in Algiers for military com.

## NEW MEMBERS

WELCOME ABOARD

**W**e welcome the following new members into the SOCIETY OF WIRELESS PIONEERS. Their applications were received, regretfully, AFTER we had published the Directory and Amateur listings. Request all members make appropriate notation in Directory Section of these additional member names

Cordial and hearty greetings to all of our new members. We hope you enjoy your cruise with us and we'll promise not to send you for a bottle of ozone or have you look for the captain's wrench.

SZABO, PAUL - 849-V (Viona)  
438 E. Davis Blvd., Davis Islands,  
Tampa, Fla. 33606. (813/257-3981)  
WB4LXI. FS: 1926 SS Pere Marquette#17

MILLET, FRANCISCO - 850-PA (Martha)  
473 - 18th Street  
Brooklyn, N.Y. 11215 (212/768-6560)  
WA2FLE. FS: SS Bahai de Matanzas/CLYN

ANDERSON, ARTHUR R. - 851-P (Judith)  
44 Newton-Sparta Road  
Newton, N.J. 07860 (201/383-5177)  
Non-Amateur. FS: SS Korona/MBI 1922

BAILEY, FREDERICK C. - 852-PA (Constance)  
1238 Balfour Ave., /7507  
Vancouver 9, B. C. Canada. 604/732-/  
VE7GW. FS: SS Mahair

GODZYK, JOHN - 853-PA (Ann)  
121 Mansfield Ave., (203/229-5034)  
New Britain, Conn. 06051  
WAINRQ. FS: SS Samuel Ashe/KFOP

IRVIN, JAMES D. - 854-PA  
P.O. Box 847 (713/283-3840)  
Woodville, Texas, 75979  
WB5EJH. FS: USS Botetourt/ND0C

SMITH, ROBINETTE, C. - 855PA (Rheda)  
8553 Langdon Ave., (213/894-7388)  
Supulveda, Calif. 91343 WKEV.  
W6RZA. FS: M.V. Glory of the Seas/

KRUSHINA, FRANK C. 856-PA (Charlotte)  
1821 S.W. 11th St. (305/523-6368)  
Fort Lauderdale, Fla. 33512  
K4DW. FS: SS Cartago/KDAA.

Membership applications received AFTER JULY 8 1971 will NOT APPEAR IN THIS BOOK AND THE SWP DIRECTORY. Cut-off date is with Member # 856.

## NO QSL ? LATELY

During the past 60 or 90 days, your Executive Director has been so busy working on the YEAR BOOK that he has not had time to answer many letters received - perhaps yours included. SRI. First things first! He appreciates your cooperation and patience. We hope organizational changes being made will allow speed us of mail handling and the improving of Society administrative procedures.



## DIRECTORY CHANGES



BOOK OF THE "WIRELESS PIONEER"

### Change of Address, Etc.

KORN, WAYNE A. - 649  
Moved to: 6053 - 28th Ave., S.E.  
Seattle, Washington, 98115

BRIGGS, LAWRENCE W. 481-V  
Street remembered (have not moved) New  
official P.O. address:  
3108 Boulder Dr. Oxon Hill, Md. 20021

ELWOOD, JOHN N. - 396PA  
Amateur Call should read W7GAQ/G,  
New address (same court) is "SPACE  
E-15" Desert Palms Trailer Court, 2315  
East Ave. "I", Lancaster, CA. 93534.

PENNIWELL, AMORY F. W6E2K  
Moved to - 2407 Calle Linares, Santa  
Barbara, CA. 93105 from Mayaguez, P.R.

THOMPSON, W.C. 48-SGP. W6RPY  
Change in address Number: Now: 7900  
Harvard Drive, Ben Lomond, Calif. 95005

CORPE, G.S. "OLD SAM" W6LW, 1257 Apple  
Ave., Wrightwood, CA. New Phone: 714/  
249-3129.

SYDNELL, ROBERT G. Pompano Beach, Fla.  
Change call: Now - WB4RMP. Cancel W8KS

BROWN, JOHN W. 435.  
New Phone: 916/383-8271.

SHAW, WILL A. 534-PA. New Address:  
Route 1, Box 46, Venus, Texas, 76084  
Tph: 214/366-4600.

KAIDER, STEPHEN J. 264-V  
Change in amateur call. New Call K8TV  
Cancel old call W6SCI.

FENTON, STANLEY W. 314-P (COA)  
New address: 5469 Riverbluff Circle,  
Villa # 42, Sarasota, Florida 33581.

N.B. Some of the above changes have already been noted on new listing/s. Be sure to check.

### PLEASE NOTE

When you move, BE SURE TO SEND US A CHANGE OF ADDRESS. We will assume your old phone number has been cancelled and if you move to another location, we will delete your call until you confirm. PLEASE SEND US NEW TELEPHONE Number and New Call S.A.P. This is the only way we can keep address records correct.

THANK YOU.

### SWP. instead of SOWP

The Society's Canadian Director, Jim Kitchin has suggested that consideration be given to use the abbreviation "S.W.P." (instead of SOWP) when necessary to identify the Society in abbreviated form. The subject has been discussed with other members and it is felt that the use of "SWP" would be preferable to the one we have somewhat "loosely" used in the past, and which has never been officially sanctioned, although we have perhaps perpetrated usage ourselves. The tendency seems to say "soap". It is the usual custom to leave out the prepositions in such cases, so from now on, lets all use "SWP" as the official Society abbreviation.

## SOCIETY PIN

The first reaction to the Society's NEW EMBLEM (TACKETTE) has been received from shipment forwarded July 2 1971. Comment is as follows:

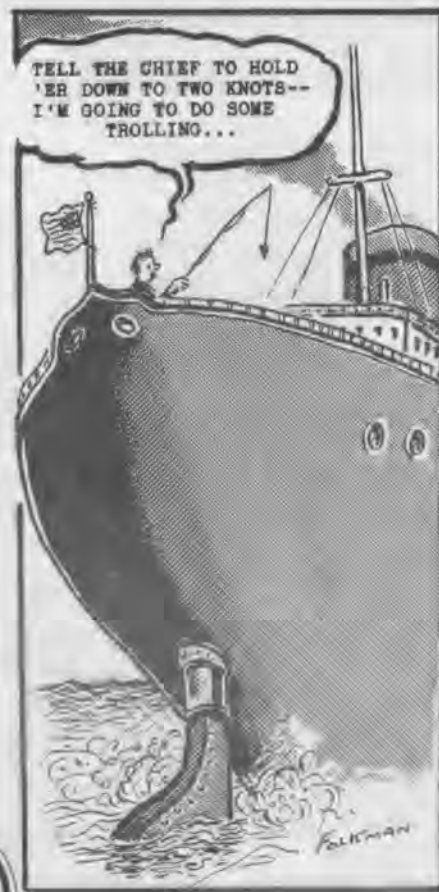
..." it is a beautiful pin and I think that the members of the Society will be very proud to wear it. I'm glad you decided to make the change and I can see why it cost the additional fee. In my opinion it is well worth the slight increase in cost. I hope all other members will feel the same."



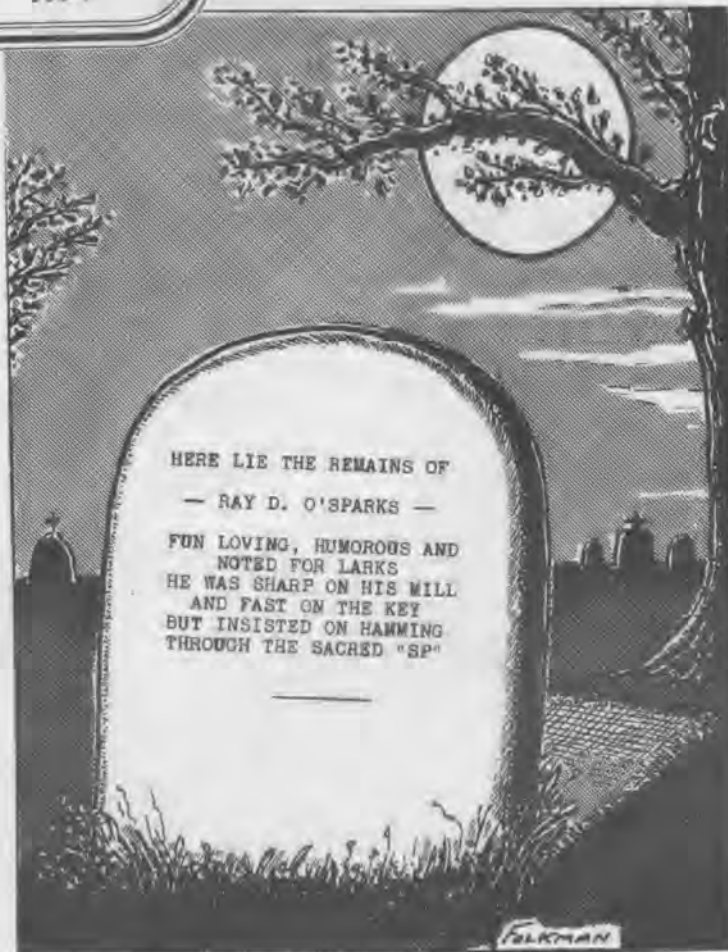
EDWARD D. STEVENS - 3789GP (L) and STANLEY E. HYDE - 343-SGP (R) taken by Member Cherlie Lee in April 1971. Ed Stevens FS: March 3 1905 on the USS CHICAGO. Home is Loma Linda, CA. Mr. Hyde lives in Burbank, Calif. He stood last watch on USS MILWAUKEE when wrecked Jan. 13 1917 on Samoa Beach, Ca.



SPEAKING OF "BERTH CONTROL"

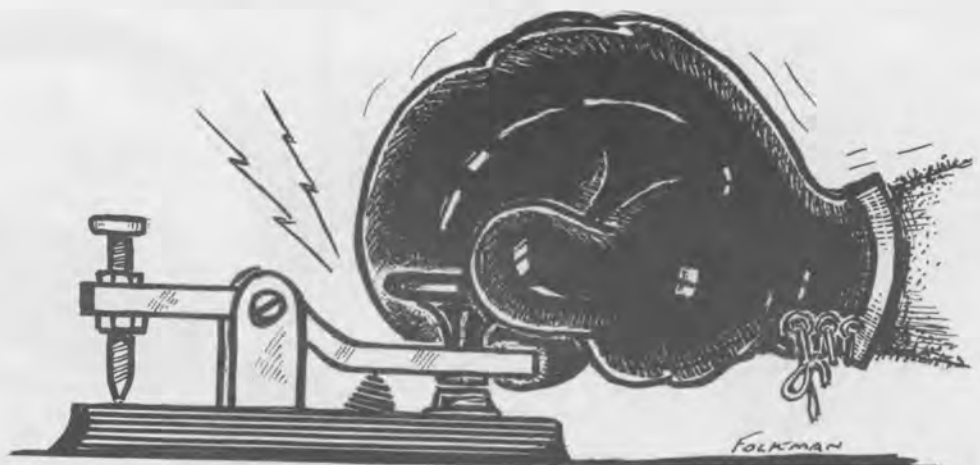


BY  
Ralph C. Folkman  
586-P





"WELL, CONSIDER IT THIS WAY — IF THEY EVER PICK US UP, WE'LL HAVE A DAMN GOOD START TOWARDS THE MODERN HAIRY HIPPIE LOOK."





# ...Of Ships and Men

BOOK  
OF THE "WIRELESS PIONEER"



## THANKS ....



to the many members of the SOCIETY OF WIRELESS PIONEERS for contributing material to this volume of the 'BOOK OF THE WIRELESS PIONEER.' Many, not specifically mentioned - for example, Story of Navy Station 'NPL' Celebrating its 65th Anniversary was furnished by Edmund H. Marrison 131-V. More than 30 cartoons, involving several hundred hours of work, as drawn by Member RALPH C. FOLKMAN. There were many others who also contributed pix. or copy. To all - a big 'THANK YOU!' We are hopeful you will find this book packed with nostalgic memories of days gone by that will carry you back to an era in which the 'Wireless' was a new dynamic idea packed with potential... and people of its generation - tops in the history of world progress.

## Corrections & Errata

REGRETFULLY, the Author/Editor of this volume of 'THE BOOK OF THE WIRELESS PIONEER' did not proof or recheck copy with sufficient care. Many errors of spelling, punctuation, etc have been found. Not much can be said at this point except... 'VERY SORRY'. Typing fingers of the Ancient Mariner at well over 'three-score and ten' not what they used to be. Poor excuse, but in our hurry to 'get the job done' we did not exercise sufficient care.

Major error noted: "KRY-SS, GOVERNOR DINGLEY" (Page-5). We mentioned this well known passenger liner which operated up and down the East Coast in days gone by was named in honor of Governor Dingley of Massachusetts. It should have been MAINE! We hope member, Capt. Edw. N. Dingley - 624P will forgive us for trying to move 'Grandpappy' to the 'Bay State' Also understand a fugitive warrant has been issued in the Pine Tree State for one Ancient Mariner whose initials are W.A.B.

Also noted: We duplicated poem "Sparks's Dream P-49 with "Static" P-52. Last "TR" Richard E. Jenkin should read 1968 Page 72; Fred V. Griffin P-60 was European Manager for SCRS instead IWT. So it goes. A bunch of minor errors in Ernie Wilmshurst's Story "Salvage" (P-25)- failure to properly proof. The story is very interesting and members will have little difficulty in continuity. Proof-read: Welchman for Welshman, Lefted for lifted. No for now. Peed for pee Steering for steering, slip for slid, rain for rail, corn for corned! Sorry about that!



### YEAR BOOK - 1971

was started early April and final copy sent to printer July 8 1971.

This book has been produced in its entirety (except some copy and cartoons) including art work, headings, layout,

composition, typing etc., by author/editor, William A. Breniman as a dedicated interest in the Society and as a service to his brother members. He hopes you enjoy the book.

## "Wireless" Historians Meet for Last Time



HENRY W. DICKOW LEFT & GILSON V. WILLET-"RADIO REX"

Two illustrious personalities from pages of wireless and the radio, met for the last time at home of Commodore W. Earle Wohler in Sebastopol, Calif. Dickow, whose story can never be completely told (see Page-115) died April 17 1971. Radio Rex, the Society's Historian and one of founding officers, was also founder of VWOA and has had a fantastic experience in the field of wireless/radio - from early day marine operator to executive who established some of the largest broadcast stations in the United States.



